# Administration Report
on the
# Railways in India
for the
Years 1900 & 1901

00134498

BOMBAY BRANCH
OF THE
ROYAL ASIATIC SOCIETY.
TOWN HALL, BOMBAY.

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# ADMINISTRATION REPORT

ON THE

# RAILWAYS IN INDIA

FOR THE

## Calendar year 1900

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BY

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SECRETARY TO THE GOVERNMENT OF INDIA,
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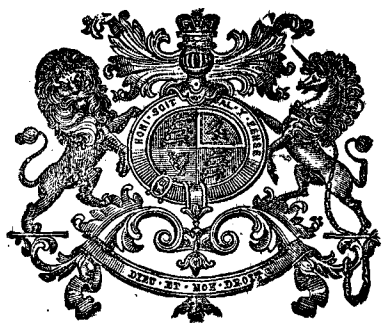

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**Dated the 30th April 1901.**

**NOTE.—The information furnished in PART II OF THE ADMINISTRATION REPORT, which has hitherto issued in December, is embodied in this report.**

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RAILWAY SYSTEM
OF
INDIA
Corrected up to 30th April 1901.
Scale 1 Inch = 60 Miles or thereabouts
REFERENCES.
5'-6" Gauge, open
Do. do. sanctioned or under construction
3'-3⅜" Gauge, open
Do. do. sanctioned or under construction
2'-6" & 2' Gauges, open
Do. do. sanctioned or under construction
Junctions between two or more foreign lines
AFGHANISTAN
KASHMIR
RAJPUTANA
AGENCY
CENTRAL PROVINCES
HYDERABAD
MYSORE
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MYSORE
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RANGOON
ANDAMAN ISLANDS
NICOBAR ISLANDS
LACCADIVE ISLANDS
PORTUGUESE
BAY OF BENGAL
INDIAN OCEAN
ARABIAN SEA
Nine Degree Channel
Eight Degree Channel
Ten Degree Channel
Gulf of Cambay
Gulf of Cutch
Gulf of Manaar
Gulf of Martaban
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# PART I.

## GENERAL REPORT.

General.

In order to give effect to the Resolution of the Government of India in the Home Department, No. 987—1013 of the 25th February 1901, requiring the curtailment and reduction of administration and other reports, the two parts of the Administration Report on the Railways in India, which have hitherto been issued in June and December respectively, have, for the first time since 1883, been condensed into one volume.

Part I of the report hitherto issued reviewed Indian railways for the calendar year, as also for the official year terminating on the 31st March. The accounts of railways in India are prepared for the calendar year; but as the report had to be taken in hand in March, there was some difficulty in getting out the audited returns in time. Only estimated figures of the past calendar year's transactions could, therefore, be furnished by some of the railways. For the official year, the figures were always estimated, as it was not possible to complete the accounts before Part I of the report was required to issue. Part II was, therefore, issued so as to present the figures in the accounts as finally passed.

Arrangements have now been made for the earlier preparation and submission of the audited returns, so that the separate issue of Part II in its old form will no longer be necessary; and, to avoid the presentation of information which is not absolutely accurate and which may, therefore, be misleading, figures for the official year will no longer be supplied, and the review of the Indian railway system will, in future, deal only with the calendar year.

Financial results to the State.

2. Since the commencement of railways in India, over half a century ago, there was, in the year 1900, for the first time a surplus *to the State* of revenue over expenditure amounting to nearly 8¾ lakhs of rupees. In estimating the gains and losses, however, it is the practice to charge against *Revenue* not only the expenses incurred in actually working the railways including interest charges on their outlay, but also interest on the capital expenditure on lines under construction from which no revenue is obtained, and on the unexpended balances of the capital deposited by Companies, as well as the amount paid yearly, by means of sinking funds and annuities, for the redemption of the commuted capital of the railways which have been purchased by the State.

3. The results for the last three calendar years calculated on this basis are shown in the following table:

| | 1898. | 1899. | 1900. |
|---|---|---|---|
| REVENUE. | Rs. | Rs. | Rs. |
| *State railways*—Gross traffic earnings | 19 37,90,458 | 20,68,82,768 | 24,01,24,915 |
| *Guaranteed companies*—Gross traffic earnings | 6,09,89,991 | 6,33,60,199 | 4,79,09,158 |
| *Subsidized* „ Repayment of advances of interest | 4,27,489 | 4,23,202 | 3,23,046 |
| Total revenue | 25,52,07,938 | 27,06,66,169 | 28,83,57,119 |
| CHARGES AGAINST REVENUE. | | | |
| *State railways*.—Working expenses | 9,41,37,018 | 10,13,16,951 | 11,87,97,703 |
| „ Interest at 4* per cent on total capital outlay in India and on debentures discharged | 4,08,80,123 | 4,22,63,678 | 4,39,11,915 |
| „ Interest on debt incurred in, or created for, the purchase of railways | 85,31,948 | 83,83,740 | 98,22,152 |
| „ Annuities in purchase of railways { Interest | 3,06,36,186 | 2,94,07,445 | 3,58,19,866 |
| „ Annuities in purchase of railways { Redemption of capital | 33,60,169 | 33,77,277 | 58,89,317 |
| „ Interest chargeable against companies on advances | 52,56,747 | 56,48,174 | 59,72,073 |
| „ Interest on capital deposited by companies | 1,26,32,396 | 1,28,12,593 | 1,40,08,809 |
| *Guaranteed companies*.—Working expenses | 3,23,83,048 | 3,29,97,754 | 2,47,72,576 |
| „ „ Surplus profits, etc. | 37,47,375 | 43,44,230 | 30,16,780 |
| „ „ Land and supervision | 2,98,114 | 7,26,013 | 2,68,754 |
| „ „ Interest | 3,33,47,776 | 3,27,70,756 | 2,39,25,665 |
| *Subsidized* „ Land and subsidy | 11,03,312 | 7,07,206 | 3,93,107 |
| Miscellaneous railway expenditure | 56,937 | 5,16,639 | 8,86,011 |
| Total charges against Revenue | 26,63,71,152 | 27,52,72,456 | 28,74,84,728 |
| Net loss—(or Gain +) | —1,11,63,214 | —46,06,287 | + 8,72,391 |

* 3½ per cent. on capital outlay on the East Indian railway from 1st July 1895, and 4½ per cent. on the loan of one crore from His Highness the Maharaja Holkar for the Holkar railway.

**Railways opened.**

If the item of payment in redemption of capital is omitted from the Railway Revenue Account, the result would be—

a net loss in 1898 of Rs. 78,03,045,
„ „ in 1899 of „ 12,29,010,
and a net gain in 1900 of „ 67,61,708.

4. These results were coincident with an increase in the open mileage of 898 miles in 1898, 1,484 miles in 1899 and 1,237 miles in 1900, or a total addition to the railway system in the last three calendar years of 3,619 miles.

5. The expenditure side of the account is further heavily weighted by the terms of the contracts of the guaranteed railways. Under these contracts payment of interest has to be made at a higher rate than is now necessary, and the calculation of the surplus profits has to be made at 22 pence to the rupee while the current rate of exchange is nearer 16 pence. Until these contracts terminate, the State is unable to obtain any advantage from cheaper money, or from the improved credit of the country, or from a favourable exchange.

6. The contracts of the remaining guaranteed railways, *viz.*, the Bombay, Baroda and Central India and the Madras railways are terminable on the 31st December 1905 and 1907, respectively. The Great Indian Peninsula railway contract expired on the 30th June 1900.

## *Railways opened.*

**Railways opened.** App. 1, 2 and 3.

7. During the year under review 1,237 miles were added to the railway system of India, bringing the total mileage open at the close of the year up to 24,707 miles. Between the 1st of January and the 30th April 1901, 418 miles more were added, making the mileage open on the 1st of May 1901, 25,125 miles, of which 14,001 were on the 5′ 6″ gauge, 10,378 on the metre or 3′ $3\frac{3}{8}$″ gauge and 746 on narrower gauges.

8. The principal railways opened were—

(*a*) The Bengal-Nágpur railway on the 5′ 6″ gauge through to Howrah, giving direct communication by the East Coast route between Howrah and Madras and Southern India and between Howrah and Bombay.

(*b*) The Moradabad-Ghaziabad railway on the 5′ 6″ gauge, giving the Oudh and Rohilkhand railway direct access to the important trade centre of Delhi.

(*c*) The Hyderábad-Gódávari Valley railway on the 3′ $3\frac{3}{8}$″ gauge, giving a more direct line between the Nizam's dominions and Central and Northern India.

(*d*) The metre gauge line connecting up Sind with Rajputana giving direct communication between these Provinces.

It is not generally possible to form any idea of the prospects of a railway proving financially successful from the business done during the first year that it is open. It is, therefore, satisfactory to notice that the Hardwar-Dehra branch (Appendix 30), in the first 10 months of its existence, earned more than enough to cover its working expenses and guaranteed interest.

**Tramways.** App. 2 and 3.

9. In addition to the railway mileage given in the preceding paragraphs, there are 78·44 miles of steam tramways running outside Municipal limits.

**Yearly additions to mileage.** App. 4.

10. The additions made, year by year from the date of opening, to the mileage under each railway administration, and during the Viceroyalty of each Governor General, are presented in Appendix 4. With the exception of 1889, when 1,326 miles of railway were opened during the administration of the Marquis of Lansdowne, more mileage was opened in the past two years than in any previous period, the figures being 1,484 in 1899 and 1,237 in 1900.

**Mileage to be constructed.** App. 5.

11. Sanction was given during the year 1900 to the construction of the following railways, 167·13 miles in length, making up a total of 2,228 miles sanctioned and still to be constructed:

| | Miles. |
|---|---|
| Mutupet to Arantangi | 51·01 on the 3′ $3\frac{3}{8}$″ gauge. |
| Khusálgarh-Kohat-Thal | 88·12 „ „ 2′ 6″ „ |
| Barsi town to Tadwala | 28·00 „ „ 2′ 6″ „ |
| Total | 167·13 |

**Railways surveyed.**

12. No new railways were sanctioned for construction under the " Branch line terms " resolution of 1896, but negotiations in regard to the following have been practically concluded:

| | Miles. |
|---|---|
| Kurnool Road-Kurnool | 32 |
| Bezwada-Masulipatam | 50 |
| Amritsar-Tarn Taran-Patti | 30 |
| Sabarmati-Dholka | 33 |
| Raichur-Wondalli | 43 |
| Láksám-Noakhali-Ichakhali | 39* |

Proposals for the construction of the following lines are also under consideration:

| | Miles. |
|---|---|
| Tilagáon-Sylhet | 39 |
| Akhaura-Bhairab Bazar | 19 |
| Fatehpur-Markundi | 61 |

The terms (*viz.*, the " Branch line terms " of 1896) originally agreed upon for the Amritsar-Tarn Taran-Patti and Sabarmati-Dholka branches have been modified to admit of rebate up to 10 per cent. of the gross earnings of the main line from Branch traffic, and interest during construction at 4 per cent. instead of $3\frac{1}{2}$. The concession for the Raichur-Wondalli railway is also on these terms.

*Railways surveyed.*

13. Surveys were made for the following railways during the year 1900: **Railways surveyed.**

(*a*) *East Indian railway.*—A line 119 miles long (5′ 6″ gauge) connecting Gya on the South Behar branch with Dhanbaid on the Jherriah Coal branch.

(*b*) *Eastern Bengal State railway.*—Preliminary surveys of lines (1) from Dacca to the bank of the Pudda opposite Goalundo, 45 miles; (2) from Mymensingh to Netrokona, 23 miles, with a branch to Gouripur, $8\frac{1}{2}$ miles, and an extension to Baraari, on the Kunks river, 5 miles, total $38\frac{1}{2}$ miles; (3) from Singhjani station on the Mymensingh-Jamálpur-Jagannathganj extension to Sherpur, 9 miles; and a reconnaissance from Sherpur to Nalitabari, 16 miles; all on the 3′ $3\frac{3}{8}$″ gauge.

Also for a line, $44\frac{1}{4}$ miles long (3′ $3\frac{3}{8}$″ gauge), between the Brahmaputra-Sultanpur branch railway and the Assam branch of the Eastern, Bengal State railway, the junctions being at Bonarpara station on the former and Kaunia station on the latter.

(*c*) *Assam-Bengal railway.*—A branch line from Láksám to Noakhali, 34 miles long (3′ $3\frac{3}{8}$″ gauge).

(*d*) *Oudh and Rohilkhand State railway.*—Surveys for a 2-foot gauge railway between Dehra Dun and Mussooree.

(*e*) *North Western State railway.*—Jech Doab railway survey (5′ 6″ gauge) from Malakwál to Kerana, 50 miles; also reconnaissance of the probable route from Kerana to Chiniot Road station, 45 miles, with an alternative to Toba Tek Singh, 84 miles, and of branches to serve the south west corner of the Jech Doab.

Also for a light electric railway (2′ 6″ gauge) from Jammu to Srinagar (Kashmir), 180 miles.

(*f*) *Great Indian Peninsula railway.*—A line, 32 miles long (5′ 6″ gauge) from Lákh to Sangamner, Dhond-Manmád section.

(*g*) *Bombay, Baroda and Central India railway.*—Preliminary surveys of lines (1) from Bahadurpur to Garda Ford, 8 miles (2′ 6″ gauge); (2) from Kósambá to Velacha and Zankavao, 26 miles (2′ 6″ gauge); (3) from Miyágám to Sinor, 20 miles (2′ 6″ gauge); and (4) from Kelanpur to Saoli, 31 miles (2′ 6″ gauge).

(*h*) *Rajputana-Malwa railway.*—A line, 172 miles long (3′ $3\frac{3}{8}$″ gauge), from Khandwa Junction on the Great Indian Peninsula and Rajputana-Malwa railways, *viâ* Akola on the Nágpur branch of the former railway to

* Negotiations since concluded.

**Traffic and earnings.**

Basim. Reconnaissances were also undertaken for a 2′ 6″ gauge light railway from Khamgaon to Golna 93½ miles, and of the Deesa-Tharad Radhanpur railway, 85 miles long (3′ 3⅜″ gauge), with a view to providing famine relief work and investigating a connection with Sind, north of the Runn of Cutch;

A line of railway, 30½ miles long, from Sri-Madhopur station on the proposed Rewari-Phulera chord to Sikar (3′ 3⅜″ gauge);

A line, 25 miles, from Manúnd Road station on the Gaekwar's Mehsána railway, *viá* Chausama, to Bechraji Mota (3′ 3⅜″ gauge).

(*i*) *Kathiawar railways.*—A preliminary survey of the Dhrángadrá-Malia railway, 50 miles (3′ 3⅜″ gauge).

(*j*) *Madras railway.*—Preliminary surveys on the 2′ 6″ gauge of (1) the Tirupattur-Krishnagiri railway, 26 miles; (2) the Yerragudipad-Jammalamadugu railway, 24 miles; and (3) the Morappur-Dharmapuri railway, 18 miles; also a reconnaissance survey for the proposed Azhikal (Baliapatam)-Mangalore railway, 78 miles, on the 5′ 6″ gauge.

(*k*) *Southern Mahratta railway.*—A line from Bagalkot to Hungund, 31 miles long (3′ 3⅜″ gauge).

Reconnaissances have also been run between Arsikere and Mangalore, 135 miles, and between Mysore and Tellicherry, 140 miles, for 3′ 3⅜″ and 5′ 6″ gauge lines, respectively.

(*l*) *Burma railways.*—A project for a bridge with approaches over the Irrawaddy at Sagaing and for the Henzada-Kyaugin extension, 66 miles long.

**Earnings per mile per week.** App. 6.

14. For the benefit of railway promoters, information has been furnished in Appendix 6 to show the gross earnings per mile per week of each railway from the date of opening and the proportion of the working expenses to the gross earnings.

The same table shows the extent to which the older administrations have been expanding by the process of consolidating and amalgamating the smaller lines.

## *Traffic and Earnings.*

**Traffic earnings.** App. 8 and 9.

15. The following statement shows the volume of the traffic carried and the earnings therefrom during the past five years:

| Year. | Coaching traffic. | | | Earnings from other coaching traffic in thousands of rupees. | Goods traffic. | | | Electric telegraph (in thousands of rupees). | Steam-boat and sundries (in thousands of rupees). | Total traffic earnings (in thousands of rupees). |
|---|---|---|---|---|---|---|---|---|---|---|
| | Number of passengers. | Earnings in thousands of rupees. | Average distance travelled in miles. | | Tons. | Earnings in thousands of rupees. | Average distance carried in miles. | | | |
| 1896 . | 159,508,945 | 8,22,07 | 39·98 | 98,19 | 32,471,335 | 15,41,74 | 141·32 | 7,69 | 66,45 | 25,36,14 |
| 1897 . | 149,679,828 | 7,62,13 | 39·22 | 1,23,97 | 33,698,617 | 15,88,99 | 142·85 | 8,11 | 77,02 | 25,60,22 |
| 1898 . | 151,125,022 | 7,58,64 | 38·53 | 1,10,32 | 36,350,906 | 17,88,64 | 162·12 | 7,51 | 80,50 | 27,45,61 |
| 1899 . | 161,295,353 | 8,09,32 | 38·48 | 1,13,26 | 40,598,520 | 19,23,74 | 152·92 | 8,72 | 86,30 | 29,41,34 |
| 1900 . | 174,824,483 | 8,95,08 | 40·09 | 1,31,36 | 43,615,289 | 20,40,95 | 153·57 | 7,93 | 84,35 | 31,59,67 |

16. The large increase in the number of passengers carried was due partly to the migrations caused by plague and famine and partly to a natural development of the traffic and the opening of new lines of railway. The increase in the quantity of goods carried was due to the famine which prevailed in the Bombay Presidency, Rajputana, Central India, the Central Provinces and Southern Punjab; to a development of the coal traffic to Calcutta; and to the opening of new railways.

17. The area affected by famine covered 400,000 square miles, or roughly the whole country between the 14th and 30th parallels of north latitude and the 68th and 85th degrees of north longitude. Relief could consequently only be obtained from long distances.

**Passenger traffic.**

18. This will be more readily seen from the figures in Appendix 10, which show the exports from and imports into the several provinces and ports. Both Bengal and Madras exported food-stuffs to Guzerat and Sind, which would have been absolutely impossible but for railways. The statement also shows how the demand automatically adjusted the exports out of India of the principal edible grains, and how India was not only able to meet all her own wants without outside assistance, but to export food-grains to other countries.

Traffic by Provinces. App. 10.

19. The increase in the revenue from railways, therefore, bears eloquent testimony to the fact that railways helped to a very considerable extent in combating the famine, in alleviating suffering, and in reducing loss of life from starvation.

## *Passenger traffic.*

20. Turning to the details of traffic the following table shows the number of passengers of each class carried, the earnings therefrom, and the average rate charged each passenger:

Passenger traffic. App. 8, 11, 12 and 44.

| Calendar year. | Number carried in thousands. | | | | Earnings in thousands of rupees. | | | | Average rate charged per passenger in pies. | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1st | 2nd | Inter. | 3rd | 1st | 2nd | Inter. | 3rd | 1st | 2nd | Inter. | 3rd |
| 1896 | 644 | 3,600 | 5,501 | 149,794 | 30,49 | 45,17 | 55,52 | 6,90,89 | 12·61 | 5·03 | 3·09 | 2·26 |
| 1897 | 602 | 3,500 | 5,007 | 140,570 | 29,61 | 44,90 | 49,78 | 6,37,84 | 12·28 | 4·87 | 3·10 | 2·27 |
| 1898 | 745 | 3,715 | 5,223 | 141,442 | 31,63 | 46,39 | 49,78 | 6,30,84 | 12·40 | 4·93 | 3·13 | 2·29 |
| 1899 | 666 | 3,948 | 5,406 | 151,276 | 31,92 | 48,31 | 52,33 | 6,76,76 | 12·59 | 5·32 | 3·07 | 2·30 |
| 1900 | 655 | 3,856 | 5,913 | 164,400 | 32,18 | 48,54 | 56,36 | 7,58,00 | 12 59 | 5·49 | 3·11 | 2·31 |

21. The increase during 1900 as compared with 1899 in earnings of Rs. 26,000 under 1st class, and of Rs. 23,000 under 2nd class, while at the same time there was a decrease in numbers carried of 11,000 under 1st class and 92,000 under 2nd class is very remarkable, more especially when it is remembered that there were 1,237 miles of new line opened during the year. The increase in earnings is partly due to the increase in open mileage, but chiefly to a development of long distance traffic. The decrease in numbers was partly due to the large falling off in the troop traffic during the past year, but is chiefly ascribable to the operation of the same causes which have led to the filling of the lower class carriages on English railways at the expense of the higher. With the improved accommodation now provided in the lower class carriages in India on the one hand and the provision of fast through trains on the other, many passengers who have been in the habit of travelling 1st and 2nd class, now travel 2nd and intermediate class respectively, the difference in charges between the classes not being held to be sufficiently compensated for by the difference in comfort. These conclusions would seem to receive support from the large increase during the past year under intermediate class of 507,000 in numbers and of Rs. 4,03,000 in earnings.

22. As usual, the principal increase both in numbers and amount is under third class passengers, over 13 million more passengers having been carried and the earnings having increased by over 81¼ lakhs of rupees. This traffic has been steadily developing and now amounts to the large number of over 164 million passengers, yielding to railways a revenue of 758 lakhs of rupees.

23. The total number of all classes carried amounted to over 174 millions, and the earnings therefrom to nearly 900 lakhs of rupees.

**Goods traffic.**

It has not been possible in this year's report to give separately the number of season-ticket holders and the amount they contribute to the revenue. The tickets are used almost exclusively in the neighbourhood of the presidency towns, where the difficulty of finding house accommodation is becoming greater every day and is compelling large numbers of all classes to find residences in the suburbs.

## *Goods traffic.*

**Goods traffic.** App. 8, 13, 14 and 44.

24. The following table shows the quantity of goods of each class carried and the earnings therefrom :

| Calendar year. | Quantity carried in thousands of tons. | | | | | Earnings in thousands of rupees. | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | General merchandise. | Coal. † | Military stores. | Railway materials for construction. | Total. * | General merchandise. | Coal. † | Military stores. | Railway materials for construction. | Total. * |
| 1896 . . | 19,791 | 5,059 | 60 | 2,307 | 32,471 | 12,96,62 | 1,66,14 | 12,57 | 16,99 | 15,41,74 |
| 1897 . . | 20,191 | 6,791 | 116 | 2,676 | 33,699 | 13,15,53 | 1,77,42 | 23,69 | 19,72 | 15,88,99 |
| 1898 . . | 21,816 | 7,648 | 132 | 2,776 | 36,351 | 14,89,31 | 2,08,85 | 21,20 | 19,86 | 17,88,64 |
| 1899 . . | 24,680 | 8,111 | 59 | 3,213 | 40,599 | 16,12,81 | 2,21,64 | 13,07 | 23,44 | 19,23,74 |
| 1900 . . | 26,308 | 9,517 | 58 | 2,435 | 43,615 | 16,92,23 | 2,57,39 | 13,79 | 18,27 | 20,40,95 |

25. The increase of gross tonnage in 1900 over 1899 was 7·43 per cent., while the increase of gross earnings was only 6·09 per cent. The principal increase was under general merchandise, and, as will presently be shown, was contributed to most largely by food-stuffs moved long distances in consequence of famine. On the other hand, there was a large fall in the cotton traffic. The increase in the grain traffic more than counter balanced the decrease in cotton; but the rates obtained for the carriage of the former were much lower, and consequently the increase in earnings was not proportionate to the increase in volume.

**Principal commodities.** App. 15 and 16.

26. The increase under coal marks the great impetus which has been given to the production of coal in India by the enhancement of prices in England. Many railways now find it more profitable to use Indian coal and the demand for Indian in preference to English coal both by railways and by vessels plying in Indian waters is daily increasing. This is borne out by the figures in Appendix 26, which show (comparing 1896 with 1900) that while the quantity of Indian coal consumed by railways increased from 1,182,051 tons to 1,855,610 tons, and the quantity of Indian coal exported increased from 136,719 tons to 541,445 tons, the importations of foreign coal dropped from 397,092 tons to 83,236 tons. The production of coal during the same period increased from 3,683,698 tons to 6,095,428 tons. The duty lately imposed on coal exported from England will probably tend further to reduce the consumption of English coal in India and to increase the demand for Indian coal.

Coal (App. 26).

The increase under Military stores is due to the campaigns in South Africa and China.

Military stores (App. 13).

The decrease under Railway material is due to the smaller number of railways sanctioned for construction in 1900.

Railway material (App. 15).

The traffic in general merchandise shows the general effects of famine. The movement of food-grains, gunny-bags, fodder and hides largely increased, while the movement of cotton fell, since the area affected by famine contained the best cotton districts in India.

General merchandise (App. 15).

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* Includes all other items not detailed.

† Includes both coal for the public and coal for foreign railways and the home line.

**Train-mileage.**

The traffic in, and the earnings from, these articles compare as follows:

| | | Quantity in tons. | Earnings in rupees. |
|---|---|---|---|
| Grain and pulse | 1899 | 8,268,466 | 5,05,61,381 |
| | 1900 | 10,292,862 | 6,43,50,091 |
| | Increase | 2,024,396 | 1,37,88,710 |
| Gunny-bags | 1899 | 226,624 | 19,45,382 |
| | 1900 | 583,802 | 21,13,416 |
| | Increase | 357,178 | 1,68,034 |
| Fodder | 1899 | 266,642 | 11,60,270 |
| | 1900 | 821,943 | 32,16,675 |
| | Increase | 555,301 | 20,56,405 |
| Hides and skins | 1899 | 239,949 | 29,83,894 |
| | 1900 | 315,886 | 39,06,933 |
| | Increase | 75,937 | 9,23,039 |
| Cotton, raw | 1899 | 851,120 | 1,15,55,137 |
| | 1900 | 461,973 | 62,36,025 |
| | Decrease | 389,147 | 53,19,112 |

Other items of traffic which show marked improvement are kerosine oil and tanning barks, which compare as follows:

Kerosine oil.
Tanning barks.

| | | | |
|---|---|---|---|
| Kerosine oil | 1899 | 333,877 | 24,07,272 |
| | 1900 | 383,453 | 27,92,551 |
| | Increase | 49,576 | 3,85,279 |
| Tanning barks | 1899 | 3,261 | 24,224 |
| | 1900 | 99,887 | 5,18,879 |
| | Increase | 96,626 | 4,94,655 |

## *Train-mileage.*

27. The following table shows the train, vehicle and ton-mileage travelled by coaching and goods traffic:

Train, vehicle & ton-mileage.
App. 8, 17 and 18.

| Calendar year. | Train-mileage. | | | Vehicle-mileage. | | | Ton-mileage. | | |
|---|---|---|---|---|---|---|---|---|---|
| | Coaching. | Goods. | Total. | Coaching. | Goods. | Total. | Coaching. | Goods. | Total. |
| 1896 | 28,240,082 | 37,137,272 | 65,377,354 | 552,823 | 1,072,360 | 1,625,183 | 9,190,382 | 17,926,982 | 27,117,364 |
| 1897 | 32,191,978 | 37,311,492 | 69,503,470 | 588,040 | 1,154,654 | 1,742,694 | 9,545,764 | 18,538,737 | 28,084,501 |
| 1898 | 30,425,592 | 42,098,361 | 72,523,953 | 593,250 | 1,305,381 | 1,898,631 | 9,585,216 | 21,978,942 | 31,564,158 |
| 1899 | 31,428,498 | 45,865,931 | 77,294,429 | 618,695 | 1,379,951 | 1,998,646 | 10,093,709 | 23,560,342 | 33,654,051 |
| 1900 | 34,328,845 | 49,729,419 | 84,058,264 | 655,349 | 1,453,273 | 2,108,622 | 10,797,283 | 25,110,150 | 35,907,433 |

28. The increase under all heads is explained by the increase in traffic already referred to, but while the number of passengers increased in 1900 over 1899 by 8·39 per cent., the train-mileage increased by 9·23 and the coaching earnings by 11·26, bearing out what has already been said that the principal development would appear to be taking place in the long distance traffic. In the case of goods traffic, while the tonnage increased in 1900 over 1899 by 7·43 per cent. and the train-mileage increased by 8·42 per cent., the earnings only increased by 6·09 per cent. This has already been explained to be due to the long distances the low freight traffic in grain was carried.

## Working expenses.

**Earnings per mile open and per train-mile.**
App. 8, 19 and 20.

29. These conclusions are further supported by the earnings per mile open and per train-mile which are shown in the following table:

| Calendar year. | Per mile open. Gross earnings in rupees. Coaching. | Goods. | Total. | Per train-mile. Gross earnings in rupees. |
|---|---|---|---|---|
| 1896 | 4,554 | 7,629 | 12,750 | 3·85 |
| 1897 | 4,205 | 7,541 | 12,382 | 3·66 |
| 1898 | 3,951 | 8,132 | 12,719 | 3·76 |
| 1899 | 3,930 | 8,195 | 12,800 | 3·78 |
| 1900 | 4,154 | 8,261 | 13,025 | 3·74 |

*Working expenses.*

**Working expenses.**
App. 8, 21, 22, 23, 24 and 45.

30. The working expenditure on railways is shown in the following table:

| Calendar year. | Working expenses in thousands of rupees. | Proportion per cent. of working expenses to gross earnings. | Working expenses per mile worked in rupees. | Working expenses per train-mile in rupees. |
|---|---|---|---|---|
| 1896 | 12,13,84 | 47·86 | 6,080 | 1·84 |
| 1897 | 12,48,16 | 48·75 | 6,019 | 1·78 |
| 1898 | 13,93,24 | 47·47 | 6,022 | 1·78 |
| 1899 | 13,96,66 | 47·48 | 6,038 | 1·79 |
| 1900 | 15,09,95 | 47·79 | 6,205 | 1·78 |

31. The steady increase in the total expenditure during the past three years is partly explained by the large increase in mileage opened and partly by the development of traffic. But the increase in expenditure per mile open points to other causes as contributing to the rise. These may be stated to be an enhancement in the rates of wages, and a large rise in the price of materials. On the other hand, the small increase in the proportion of expenditure to gross earnings and the fall in the expenditure per train-mile, point to railways having been more economically worked.

Another factor which contributed to the increase in working expenses during the year under review was the damage caused by floods. The rainfall during the monsoons was unusually heavy and much damage was done by breaches and the washing away of bridges, etc., as will be seen from the particulars in paragraph 60 of this report.

32. With the length of railways varying and a fluctuating traffic it is not easy to formulate in a statement the extent to which wages are increasing. The tendency for

* Includes all other traffic earnings except steam-boat.

**Working expenses.**

wages to advance is, however, well marked. This is partly due to the higher standard of efficiency required to deal satisfactorily with the great development of traffic which is taking place and partly to the large demand there is for skilled labour among the numerous mills and other industries which are being established in every large centre.

The prices of materials which represent large items in the working expenses of railways can be more definitely stated, and those of iron and steel in Europe during the past five years compare as follows:

| Calendar year. | IRON. | | | | | | | | STEEL. | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Bar. | | Pig. | | Plate. | | Sheet. | | Mild bar. | | Rails. | |
| | Highest, Ton. | Lowest, Ton. | Highest, Ton. | Lowest, Ton. | Highest, Ton. | Lowest, Ton. | Highest, Ton. | Lowest, Ton. | Highest, Ton. | Lowest, Ton. | Highest, Ton. | Lowest, Ton. |
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 1896 | 8 5 0 | 6 5 0 | 2 11 6 | 2 9 0 | 7 5 0 | 5 15 0 | 8 15 0 | 7 5 0 | 8 10 0 | 5 17 0 | 4 13 9 | 4 7 6 |
| 1897 | 8 7 6 | 6 7 6 | 2 11 9 | 2 8 3 | 6 10 0 | 6 10 0 | 8 10 0 | 7 10 0 | 7 0 0 | 5 9 3 | 4 17 6 | 4 5 0 |
| 1898 | 8 5 0 | 6 10 0 | 2 12 6 | 2 12 6 | 9 0 0 | 6 11 3 | 10 0 0 | 7 7 6 | 7 7 6 | 5 7 6 | 5 5 0 | 4 7 6 |
| 1899 | 10 10 0 | 8 0 0 | 3 19 0 | 3 16 0 | 11 0 0 | 9 0 0 | 11 0 0 | 9 10 0 | 10 5 0 | 6 15 0 | 7 2 6 | 4 12 0 |
| 1900 | 10 15 0 | 10 10 0 | 3 16 6 | 3 16 6 | 12 0 0 | 11 10 0 | 12 17 6 | 11 4 0 | 12 5 0 | 7 17 6 | 7 10 0 | 6 0 0 |
| Difference between 1896 and 1900. | +2 10 0 | +4 5 0 | +1 5 6 | +1 7 6 | +5 5 0 | +5 15 0 | +4 2 6 | +3 19 0 | +3 15 0 | +2 0 6 | +2 16 3 | +1 12 6 |
| Increase per cent. | 30·3 | 68·0 | 49·5 | 56·0 | 72·4 | 100·0 | 47·0 | 54·4 | 44·0 | 34·6 | 60·0 | 37·0 |

To counteract an enhancement so great as has taken place, a close supervision over expenditure was called for, a call which, as has already been shown, has been well responded to.

33. Coal, which plays an important part in the cost of working a railway, judging from the figures furnished by railways and presented in Appendix 25, does not appear to have contributed very largely to the increase in expenditure in proportion to the work done. Indian coal is fast displacing foreign coal on Indian railways as will be seen from the following figures:

**Coal.**
App. 25 and 26.

| Calendar year. | Foreign coal consumed by railways. | Indian coal consumed by railways. |
|---|---|---|
| | Tons. | Tons. |
| 1896 | 108,442 | 1,182,051 |
| 1897 | 49,779 | 1,332,043 |
| 1898 | 39,004 | 1,422,103 |
| 1899 | 82,446 | 1,557,000 |
| 1900 | 54,339 | 1,855,610 |

34. The East Indian and the North Western railways have collieries of their own. Those of the North Western railway do not produce much coal, but the East Indian railway obtain all their coal from their own colliery, and it is due to this fortunate circumstance that their coal costs them so little and that they are able to keep their working expenses at so low a percentage of their gross earnings.

**Collieries owned by railways or the State.**
App. 27.

**Net earnings.**

35. The working expenses in the different departments of railways treated as one system are shown in the following table*:

| Calendar years | Engineering. | | | Locomotive. | | | Carriage and Wagon. | | | Traffic. | | | General. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Per cent. on gross earnings. | Per mile open. | Per train-mile. | Per cent. on gross earnings. | Per mile open. | Per train-mile. | Per cent. on gross earnings. | Per mile open. | Per train-mile. | Per cent. on gross earnings. | Per mile open. | Per train-mile. | Per cent. on gross earnings. | Per mile open. | Per train-mile. |
| | | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs | | Rs. | Rs. |
| 1896 . | 12·48 | 1,567 | 0·48 | 15·92 | 1,997 | 0·62 | 4·30 | 541 | 0·17 | 7·97 | 1,000 | 0·31 | 5·06 | 635 | 0·20 |
| 1897 . | 12·67 | 1,540 | 0·47 | 15·83 | 1,924 | 0·58 | 4·49 | 546 | 0·17 | 8·24 | 1,001 | 0·30 | 5·21 | 632 | 0·19 |
| 1898 . | 11·48 | 1,433 | 0·44 | 15·67 | 1,955 | 0·59 | 4·87 | 608 | 0·18 | 8·05 | 1,004 | 0·30 | 4·98 | 621 | 0·19 |
| 1899 . | 11·66 | 1,461 | 0·44 | 16·05 | 2,011 | 0·61 | 4·56 | 572 | 0·17 | 7·89 | 988 | 0·30 | 4·85 | 607 | 0·19 |
| 1900 . | 11·47 | 1,466 | 0·43 | 16·69 | 2,134 | 0·63 | 4·43 | 566 | 0·17 | 7·95 | 1,016 | 0·30 | 4·69 | 598 | 0·18 |

36. These results are not unsatisfactory, but the results for individual railways as presented in Appendices 18, 22, 23 and 24 and in Appendices 28 and 29, which show the proportion of freight to the dead weight moved and the capacity hauled, seem to require consideration. Any comparison between different railways must necessarily be made with great caution, as the conditions on no two railways are quite the same. A judgment of results by averages is equally misleading, as the same conditions do not obtain throughout the year. Railways are undoubtedly suffering from a rise in the price of materials and to some extent from an increase in wages, but these items will not altogether explain some of the questions which must suggest themselves on a study of these statements. While it is evident that economy in working has been studied, there would seem to be room for further examination by railways of their expenditure account and of their system of working.



**Net earnings.** App. 8 and 9.

37. Turning now to the net earnings, and treating all the railways as one undertaking, the following table shows what the net earnings were, and what return they would have given on the capital expenditure under normal conditions:

| Calendar Year. | Net earnings in thousands of rupees. | Percentage of net earnings on capital outlay. | Net earnings in rupees. | |
|---|---|---|---|---|
| | | | Per mile open. | Per train-mile. |
| 1896 . . . | 13,22,30 | 4·92 | 6,670 | 2·01 |
| 1897 . . . | 13,12,06 | 4·65 | 6,363 | 1·88 |
| 1898 . . . | 14,42,37 | 4·92 | 6,697 | 1·98 |
| 1899 . . . | 15,44,68 | 4·99 | 6,762 | 1·99 |
| 1900 . . . | 16,49,72 | 4·99 | 6,820 | 1·96 |

**Gain or loss to State.** App. 30.

38. The conditions on Indian railways are not, however, normal, as was explained in paragraphs 2 and 5, and while some railways are in a flourishing condition, others, in consequence of the terms of the contract under which they are worked, do not cover their guaranteed interest. The working of the year 1900 resulted nevertheless, as was shown in paragraph 3, for the first time in the history of the Indian railway system, in a net gain to the State of Rs. 8,72,391.

39. Recapitulated, the results show an increase in 1900 over 1899 in—

| | |
|---|---|
| Mileage open of . . . . . | 5·25 per cent. |
| Coaching traffic— | |
| Passengers, number of— . . . . | 8·39 ,, |
| Train-mileage . . . . | 9·23 ,, |
| Gross earnings . . . . | 11·26 ,, |

* The totals are shown in paragraph 30.

| | |
|---|---|
| Goods traffic— | |
| Tonnage | 7·43 per cent. |
| Train-mileage | 8·42 „ |
| Gross earnings | 6·09 „ |
| Working expenses | 8·11 „ |
| Net earnings | 6·80 „ |

## *Capital.*

40. The total expenditure borne against capital, both on railways open and railways under construction, to the close of the calendar year 1900 was as follows: **Capital outlay.** App. 30.

| | Mileage. | | | Capital Outlay. |
|---|---|---|---|---|
| | Open. | Under construction. | Total. | Rs. |
| Guaranteed railways | 2,853·26* | 59·75 | 1,365·07* | 67,09,58,145* |
| State lines worked by companies | 10,787·38 | 911·76 | 13,247·08 | 1,39,55,06,127 |
| State lines worked by the State | 5,858·74 | 204·61 | 6,063·35 | 89,11,51,975 |
| Assisted Companies | 2,266·93 | 50·56 | 2,317·49 | 16,73,35,501 |
| Native state lines | 2,866·81 | 159·74 | 3,026·55 | 16,09,04,092 |
| Lines in Foreign territory | 73·61 | ... | 73·61 | 1,76,27,520 |
| Total open lines and lines partly open | 24,706·73 | 1,386·42† | 26,093·15† | 3,30,34,83,360 |
| Railways wholly under construction | ... | 382·35 | 382·35 | 89,13,365 |
| Grand Total outlay on railways | 24,706·73 | 1,768·77† | 26,475·50† | 3,31,23,96,725 |
| Unclassified expenditure, including surveys and collieries | ... | ... | ... | 1,51,14,112 |
| Grand Total Capital Outlay in India | ... | ... | ... | 3,32,75,10,837 |

The figures for State railways do not include indirect charges, *i.e.*, leave and pension allowances and capitalized value of abatement of land revenue.

41. The total sterling capital raised by companies and paid over to the Secretary of State up to the close of the calendar year 1900, and the amount subsequently withdrawn for expenditure by companies during and up to the close of the calendar year 1900 were as follows: **Sterling capital.** App. 31.

| | Amount raised up to 31st December 1900. | Amount withdrawn in 1900. | Amount withdrawn up to 31st December 1900. |
|---|---|---|---|
| | £ | £ | £ |
| Guaranteed railways | 21,933,819 | 271,536 | 21,823,404 |
| State lines leased to Companies | 30,662,960 | 1,843,487 | 34,439,995 |
| Total £ | 52,596,779 | 2,115,023 | 56,263,399 |

42. Every year, about the 15th of December, application is made by the several railways, for the financing of which the State is responsible, for an allotment of funds for capital expenditure during the ensuing official year. The available funds are distributed between these railways at the commencement of each official year; and later in the year this allotment is revised, if more money is available than was at first anticipated, or if it has been found necessary to stop or reduce expenditure on one railway to meet the more urgent demands of another. An examination of Appendix 32 will show the amount of these allotments, the amount actually spent on Capital account each year, and the extent to which the forecast has been upset by the withdrawals of grants and the curtailment of expenditure due to the necessities of the State arising out of famine, war, etc., and also to the demands of some of the railways being too urgent to be postponed. **Budget allotments for capital expenditure.** App. 32.

43. The total budget allotment for the year 1899-1900 was originally Rs. 8,93,41,000, but was subsequently increased to Rs. 9,42,33,000; and for the year 1900-01 was Rs. 7,43,74,000, subsequently raised to Rs. 8,35,84,000. These increases were due to the transfer of troops from India to South Africa and China which released funds allotted for military expenditure and made them available for the Public Works Department.

* These figures include for this year the Great Indian Peninsula, Dhond-Manmad and Wardha Coal railways.
† Excludes 459 miles on which work has not commenced.

## Summary.

44. The actual capital expenditure during the calendar year 1900 on railways for the financing of which the State is responsible amounted to Rs. 7,58,36,879.* The gross capital outlay on all railways in India during the same period, however, amounted to Rs. 9,42,79,927. The amount was spent in the construction of 3,006 miles of railway, 1,237 of which were completed and opened for traffic during the year, and in providing additional rolling-stock and other facilities for carrying the growing traffic of the several railways. A reference to paragraph 52 will show that 155 engines, 539 passenger vehicles and 3,392 wagons were put into use during the year under review, the East Indian railway receiving 61 engines, 64 passenger vehicles and 1,262 wagons.

45. For the official year 1901-02 provision has been made in the railway programme for capital expenditure on railways as follows :

| | Rs. |
|---|---|
| For expenditure on open lines . . . . . | 4,59,97,000 |
| „ „ „ lines under construction . . . . | 4,59,47,000 |
| „ „ „ new lines only recently commenced . . | 1,13,00,000 |
| TOTAL . | 10,32,44,000 |

In framing this programme, the principle which has been followed is that the amount required to meet the needs of open lines, so far as they can be foreseen, has been regarded as a first charge upon the money available for railway purposes, and every effort has been made to provide in full for all demands arising out of the development of existing traffic ; next in order, provision has been made for the steady prosecution and early completion of lines in progress, preference under this head being given to Companies' lines over those under construction by the agency of the State ; and, lastly, provision has been made for new projects which depend on the ability of the State to find money to complete them without financial embarrassment to the Government.

With the larger grant, which it has thus been possible to make, the older lines, whose development has been hampered for want of funds, will be able to provide themselves with much needed rolling-stock and other requirements necessary for their satisfactory and profitable working.

**Outlay under heads of account.** App. 33.

46. The capital outlay under the several heads of expenditure on railways, both open and still under construction, up to the close of the calendar year 1900, is presented in Appendix 33.

*Summary.*

**General results.** App. 8 and 30.

47. Summarised, the general results of working Indian railways during the year 1900 were as follows :

| Calendar year. | Mileage open on 31st December. | Gross earnings. † | Working expenses. † | Net earnings. † | Per cent. of net earnings on outlay | Pro: per cent. of expenses to gross earnings. | PER MILE WORKED. (IN RUPEES.) Gross earnings. | Working expenses. | Net earnings. | PER TRAIN MILE. (IN RUPEES.) Gross earnings. | Working expenses. | Net earnings. | Gain or loss to State. † |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1896 . | 20,209 | 25,36,14 | 12,13,84 | 13,22,30 | 4·92 | 47·86 | 12,750 | 6,080 | 6,670 | 3·85 | 1·84 | 2·01 | —2,58,92 |
| 1897 . | 21,070 | 25,60,22 | 12,48,16 | 13,12,06 | 4·65 | 48·75 | 12,382 | 6,019 | 6,363 | 3·66 | 1·78 | 1·88 | —2,16,25 |
| 1898 . | 21,995 | 27,45,61 | 13,03,24 | 14,42,37 | 4·92 | 47·47 | 12,719 | 6,022 | 6,697 | 3·76 | 1·78 | 1·98 | —1,11,63 |
| 1899 . | 23,475 | 29,41,34 | 13,96,66 | 15,44,68 | 4·99 | 47·48 | 12,800 | 6,038 | 6,762 | 3·78 | 1·79 | 1·99 | —46,06 |
| 1900 . | 24,707 | 31,59,67 | 15,09,95 | 16,49,72 | 4·99 | 47·79 | 13,025 | 6,205 | 6,820 | 3·74 | 1·78 | 1·96 | +8,72 |

48. The main features of this statement are a large increase of mileage opened and of revenue, and for the first time a large profit to the State.

The prospects of the progress here shown continuing during the year 1901 are good, and there is every reason to anticipate that the railways of India will in future contribute largely and in an increasing amount to the revenues of the country.

* Includes the Guaranteed railways ; but excludes Agra-Delhi chord line which is shown under "Unclassified Expenditure," and the premium, etc., paid for the purchase of the Great Indian Peninsula railway.

† In thousands of rupees.

# PART II.

## MISCELLANEOUS.

49. The chief events of the year 1900 are recorded below: **Chief events of the year.**

On the 1st January, the Tanjore District Board having purchased the Government share of the Máyavaram-Mutupet railway became the sole owner of that line.

On the 1st January, the maintenance of the Narwana-Kaithal branch of the Southern Punjab railway was taken over by the North Western State railway.

On the 1st April, the Hyderabad-Shadipalli railway, which was constructed from Provincial revenues, was taken over as an Imperial line.

The Diamond Harbour-Tamluk steamer service, which had previously been worked by the Eastern Bengal State railway, was transferred to the Calcutta Steam Navigation Company with effect from the 2nd April.

The Great Indian Peninsula railway was purchased by the State on the 1st July 1900, and by Indentures made on the 21st December 1900, between the Secretary of State in Council of India and the Great Indian Peninsula and the Indian Midland Railway Companies, it was agreed that, from the 1st July 1900, the former company should maintain, manage, and work the Great Indian Peninsula and Indian Midland railway systems as one undertaking.

The working of the Powayan Steam tramway was taken over by the Rohilkund and Kumaon Railway Company from the 2nd July.

On the 29th August, Her Majesty's Secretary of State for India authorized the resumption by the State of the Bhátinda-Ferozepore section of the Rajputana-Malwa railway, and accordingly the 5′ 6″ gauge line from Bhátinda to Ferozepore was taken over from the Bombay, Baroda and Central India Railway Company and incorporated with the North Western State railway with effect from the 1st July.

The working of the East Coast State railway was taken over by the Madras and Bengal-Nágpur Railway Companies, with effect from the 1st January 1901. The Southern section from Washermenpet to Vizagapatam, including the Cocanada branch, was made over to the Madras Railway Company, and the Northern section, extending from Barang to the west distant signal on the old line into Waltair station, including the Puri branch, to the Bengal-Nágpur Railway Company, running powers being granted to the latter company over the Waltair-Vizagapatam section.

The maintenance of the Bezwada extension of the East Coast State railway was from the same date transferred to His Highness the Nizam's Guaranteed State Railways Company.

On the 17th December, agreements between the Mysore Durbar and the Southern Mahratta Railway Company for working the Yesvantpur-Mysore frontier, the Mysore-Nanjangúd and the Birur-Shimoga railways were approved by the Government of India.

The results of the first and second sittings of the travelling Commission, which was constituted in 1899 under the orders of the Government of India, are given in paragraph 8, Chapter I, of the Railway Administration Report, Part I, for 1899-1900. The Commission held its third sitting in the Frere Hall, Kurrachee, from 26th to 29th November 1900, both days inclusive, to receive statements and evidence and consider the point of junction between the North Western (5′ 6″ gauge) and the Jodhpur (3′ $3\frac{3}{8}$″ gauge) railway systems. The recommendations of the Commission are that the metre gauge terminus be removed from Shadipalli, on the Hyderabad-Shadipalli railway, to Hyderabad, Sind.

At a meeting of the representatives of the several railways interested, a Claims Arbitration Committee for Northern India was formed and rules for the guidance of the Committee were framed to have effect from the 1st January.

**Important works completed.**

The rates for the carriage of parcels and other coaching traffic, and the rules affecting the same, were revised on all railways with effect from the 1st January in accordance with resolutions passed at the Traffic Conference of 1899.

A Traffic Conference of railway delegates assembled at Simla in September, under the orders of the Government of India. The efforts of the Conference were mainly directed towards (*a*) the revision and confirmation of the regulations drawn up at the Traffic Conference of 1899, (*b*) consideration of the scale of voting powers, (*c*) re-consideration of resolution No. 51 of the Traffic Conference of 1899 in regard to the rules for making the Conference Regulations binding on all railways parties to the Conference, and (*d*) establishment of a yearly Conference with a paid Secretary and office staff.

The principal question connected with the revision of the Conference Regulations of 1899 was the proposal to revert to the principle of payments for the use of foreign railways' vehicles by mileage and demurrage, instead of on a time basis as adopted at the meeting of 1899. The decision of this question has been deferred pending consideration of certain statistics called for. Meanwhile the rate of hire for 3′ $3\frac{3}{8}$″ gauge goods stock has been equalized with that for the 5′ 6″ gauge.

As regards (*b*), the Conference have adopted, with certain modifications, the scale proposed last year by the East Indian railway, while in regard to (*c*) and (*d*), the Conference have confirmed the rules drawn up last year and have recommended that a Conference should be held annually, the cost being apportioned between the several railways in direct proportion to their voting powers.

In October, the administrations of the North Western, Oudh and Rohilkhand, East Coast and Great Indian Peninsula State railways were directed to carry, free of charge, consignments of food stuffs and clothing from Messrs. Morgan and Scott of London, for charitable distribution among the famine stricken population of India. The administrations of companies' lines also agreed to carry the consignments free of charge.

## *Important works completed.*

**Important works completed.**

50. The works of importance completed during the year 1900 are the following:

(*a*) *East Indian railway.*—The doubling of the track on the Jherriah branch between miles 143·48 and 147·07. The second line was opened on the 2nd August 1900.

The Sone (Dehri) bridge on the Moghal Sarai-Gya extension, consisting of 93 spans of 100-foot girders, which was opened on the 1st March 1900.

(*b*) *Bengal Central railway.*—The construction of the siding from the Dum-Dum Cantonment station to the Small Arms Ammunition Factory, which was completed on the 25th June 1900.

(*c*) *Bengal-Nágpur railway.*—The Mahanaddi bridge, consisting of 64 spans of 100-foot girders, which was passed for traffic on the 11th March 1900; the Kuakhai and Kathjori bridges, consisting of 20 and 18 spans, respectively, of 150-foot girders, which were passed for traffic on the April 1900; and the Roopnarain bridge, consisting of 7 spans of 300-foot and 4 spans of 100-foot girders, which was opened on the 24th May 1900.

(*d*) *East Coast State railway.*—The doubling of the track between the point of junction and Waltair station, 4·24 miles, which was completed, and the second line opened on the 12th December 1900.

The Havelock bridge over the Gódávari, consisting of 56 spans of 150-foot and 1 span of 40-foot girders, which was opened on the 30th August 1900.

Rolling-stock.

(*e*) *North Western State railway.*—The Indus bridge at Kotri, consisting of 5 spans of 350-foot triangulated girders and 1 land span of 100 foot girder, which was opened on the 25th May 1900.

(*f*) *Great Indian Peninsula railway.*—The Girna bridge on the Chalisgaon-Dhulia branch, consisting of 13 spans of 100-foot girders, which was opened on the 10th December 1900.

(*g*) *Bombay, Baroda and Central India railway.*—The doubling of the line up to Baroda which has been completed with the exception of the portions between Daman Road and Sachin, a distance of 49 miles and between Anklesvar and the block station at the south end of the Nerbudda bridge, 4·15 miles; the protective works of the Nerbudda bridge which are in progress; and extensions of the Parel workshops which are in hand and will shortly be completed.

(*h*) *Hyderabad-Gódávari Valley railway.*—The Gódávari bridge at Basar, consisting of 21 spans of 60-foot girders, which was opened on the 16th May 1900.

(*i*) *Burma railways.*—On the Mandalay-Kunlong branch the construction of the Gokteik bridge which was completed in December 1900; the earthwork and bridging in the Gokteik approaches, and the Gokteik tunnels except part of the lining, were also finished.

51. During the year under review 109 stations were fitted with apparatus for interlocking points and signals, but progress in the introduction of automatic instruments for signalling trains between stations was small, only 36 stations having been provided with these instruments. The year 1901 will, however, probably see considerable development in both these directions.

**Interlocking and block working.** App. 36.

## *Rolling-stock.*

52. It has been shown in paragraph 45 that the development of railways has been hampered for want of sufficient rolling-stock. Large allotments of funds have been recently made to permit of the purchase of rolling-stock, and during 1900, 155 engines, 539 passenger carriages, and 3,392 wagons were obtained for 5′ 6″ and 3′ $3\frac{3}{8}$″* gauge railways. Of these, the East Indian railway received 61 engines, 64 passenger vehicles and 1,262 wagons. Orders have also been placed for 331 engines, 878 passenger vehicles and 7,352 wagons, of which the large majority (68 engines, 224 passenger vehicles and 2,785 wagons) are intended for the East Indian railway.

**Rolling-stock.** App. 34 and 35.

53. The total outlay on rolling-stock for 5′6″ and 3′$3\frac{3}{8}$″* gauge railways amounted at the close of 1900 to Rs. 41,46,68,000, or at the rate of Rs. 16,783 per mile open. The work done by the rolling-stock is shown in Appendix 34. The conditions are so different on each railway that no fair deductions can be drawn from the results obtained; and an examination of this question by averages would be most misleading. On some railways the work is fairly distributed throughout the year: on others the greater part of the traffic is forced into 2 or 3 months of the year; and although the figures presented appear to show that the best use has not been made of the available stock and that some railways have more than they need, in reality several of them, and they the principal ones, are quite unable to meet the demands made upon them during their busy times. This point will be more clearly brought out by a study of items 22, 48, 90 and 109 of Appendix 46.

54. During the year 1900, 214 engines and 739 vehicles were fitted with automatic brakes, making the number so fitted at the close of the same year 1,569 engines and 8,670 vehicles, as against 2,056 engines and 70,325 vehicles not yet fitted. The use of automatic brakes is at present confined to railways with fast passenger trains or running over country with steep gradients.

**Automatic brakes.** App. 37.

55. During the year 1900, 594 vehicles were fitted with Pintsch's gas, making the total number so fitted at close of the year 5,486, as compared with 4,259 unfitted on the railways which light their trains by gas.

**Carriages lighted by gas.** App. 38.

* Excludes Nilgiri, Bengal Dooars, Dibru-Sadiya and Deoghur railways.

## Accidents.

**Couplings.**

56. By degrees all vehicles are being fitted with screw couplings at one if not at both ends.

### *Accidents.*

**Accidents.** App. 39.

57. The accidents which occurred during the calendar year 1900 compare as follows with the preceding 4 years :

| Calendar year. | Passengers. | | | | | | Servants. | | | | | | Other persons. | | | | | | | | | | Total all classes. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | From accidents to trains, rolling-stock, permanent-way, etc. | | By accidents from other causes, including accidents from their own want of caution or misconduct. | | Total. | | From accidents to trains, rolling-stock, permanent-way, etc. | | By accidents from other causes, including accidents from their own want of caution or misconduct. | | Total. | | Whilst passing over railways at level crossings. | | Trespassers. | | Suicides. | | Miscellaneous, not included in preceding columns. | | Total. | | | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| 1896. | 24 | 93 | 59 | 191 | 83 | 284 | 6 | 47 | 153 | 273 | 159 | 320 | 26 | 13 | 340 | 127 | 146 | 4 | 9 | 13 | 521 | 157 | 763 | 761 |
| 1897. | 22 | 128 | 57 | 210 | 79 | 338 | 18 | 38 | 212 | 330 | 230 | 368 | 25 | 16 | 520 | 169 | 169 | 9 | 16 | 4 | 730 | 198 | 1,039 | 904 |
| 1898. | 6 | 66 | 63 | 188 | 69 | 254 | 23 | 62 | 174 | 309 | 197 | 371 | 26 | 9 | 428 | 139 | 88 | 8 | 11 | 18 | 553 | 174 | 819 | 799 |
| 1899. | 7 | 86 | 60 | 191 | 67 | 277 | 20 | 92 | 182 | 339 | 202 | 431 | 21 | 10 | 445 | 149 | 103 | 6 | 25 | 23 | 594 | 188 | 863 | 896 |
| 1900. | 14 | 76 | 83 | 257 | 97 | 333 | 21 | 92 | 236 | 385 | 257 | 477 | 32 | 17 | 698 | 236 | 164 | 8 | 17 | 35 | 911 | 296 | 1,265 | 1,106 |

The large increase in 1900 under "Other persons" was due to famine-stricken people wandering on to the line at night.

**Train accidents.**

58. The following were the principal accidents :

**East Indian railway.**

On the 4th March, the Bombay-Howrah Postal special train was totally derailed on the Jubbulpore line between Bargarh and Dabhaura stations. One railway servant was killed, and two railway servants and two native postal sorters were more or less severely injured. There were seven first class passengers only in the train, but they escaped with a severe shaking and a few slight bruises.

**Eastern Bengal State railway.**

On the 2nd January, between Hili and Chorkai stations on the Northern section, No. 15 up Assam mail train collided with No. 96 down goods train, owing to carelessness on the part of both station masters. Three railway servants were killed, and six passengers and two railway servants injured. Both the engines were overturned and seriously damaged and fifteen vehicles were derailed and badly damaged.

**Bengal-Nagpur railway.**

On the 8th May, a cyclonic storm blew out of the Khargpur station yard sixty wagons towards Madpur, which collided with the mail train about 3 miles from Khargpur station, considerably damaging the rolling-stock. No one was injured.

On the 20th August, owing to breaches on the line between Baripada and Balasore, mileage 125 to 127½, No. 61 down mail train was derailed at bridge No. 207, and nine carriages were completely wrecked. One European and 10 native passengers were killed, and 49 passengers injured.

**Oudh and Rohilkhand State railway.**

On the 21st, August a collision occurred at Lucknow station between No. 69 up goods train and No. 22 down mixed train. A few passengers were slightly, and a railway servant severely, injured, and one railway servant was killed. The engine, tender and four leading vehicles, including a postal van of the mixed train, and eight wagons on the goods train, were derailed and the rolling-stock was considerably damaged.

On the 10th March, two third class carriages, and a second class carriage, attached to No. 3 down passenger train were destroyed by fire between Kethora and Bina stations. No passengers were injured.

**Indian Midland railway.**

On the 9th May, a collision occurred at Tilati station between No. 104 up Raichur mail train and No. 261 down goods train, owing to the points having been wrongly set. Two passengers were slightly injured, and the rolling-stock and permanent-way were damaged.

**Great Indian Peninsula railway.**

On the 11th March, a collision occurred at mile 26¼, between Limkheda and Jekot stations, between an up special goods train and No. 41 down goods train, owing to the station master of Jekot having given line clear for the latter to leave Limkheda station while the section was already occupied by the former. The rolling-stock was considerably damaged.

**Bombay, Baroda and Central India railway.**

On the 26th April, a collision occurred between No. 91 up goods and No. 4 down passenger trains at Mairwa station, owing to the points having been wrongly set for the latter train. Both engines and three wagons were slightly damaged.

**Bengal and North-Western railway.**

On the 7th May, No. 7 up passenger train ran off the line at mile 128 between Semra and Segowlie stations. The engine ran down the bank and turned over on its side, killing one railway servant and injuring three others.

On the 10th September, a ballast train which left Khanapur station returned against signals, and collided with No. 19 up goods train, killing four of the coolies outright, seriously injuring two and slightly injuring three others.

**Southern Mahratta railway.**

## *Flood damages.*

59. The rainfall during the monsoons of 1900 was in many parts unprecedentedly heavy—In Calcutta and the neighbourhood 25·36 inches fell within 48 hours, leaving the town many feet under water and making vehicular traffic impossible—This had its natural effect on railways, and there were many and some serious breaches all over India.

**Flood damages.**

60. The principal damages caused were the following:

On the 15th July, a storm broke over the district from Karnal to Kalka, resulting in heavy floods between Karnal and Kharindwa stations which headed up against the railway bank. The total extent of breaches on the line was as follows:

**East Indian railway.**

| | | |
|---|---|---|
| Mile 84/17 breach was | 90 ft. | wide. |
| Mile 85/19 breach was | 150 ft. | wide (in portion). |
| Mile 88/19 breach was | 30 ft. | wide. |
| At bridge No. 215— | 20 ft. | wide. |
| Bridge No. 216 (Mile 97/10) (4 spans of 40 ft. girders) | 120 ft. | Also two abutments and one pier were totally carried away. |
| Mile 97/25—98/12 | 700 ft. | |
| Total . | 1,110 ft. | |

Had not the banks of the canals, which run at right angles to and are much lower than the railway, been breached, considerably more damage would have been done to the railway embankment. Precautions were taken in due time to prevent any accident to trains. The constant rain that occurred throughout August made it impossible to close the breach at bridge No. 216; but the remaining breaches were all made good by the 6th August. The total interruption to traffic was seven weeks and one day.

No. 15 up Bombay mail train was blocked in at Thánesar from the 16th to the 21st July and passengers had to be conveyed to stations on either side of the breaches, the mails being conveyed by trolly to Taráori and thence by train to Gháziabad, where

**Flood damages.**

they were taken on over the North Western railway. The line was made passable as far as Thánesar, on the south, on the 21st July, and a local service instituted between Delhi and Thánesar; as also between Umballa and Kharindwa, north of the breach. The up and down Punjab mail trains ran *viâ* the North Western railway between Gháziabad and Umballa until the 4th September 1900, when through running was resumed over the Delhi-Umballa-Kalka railway section.

**Eastern Bengal State railway.**

The heavy rain in Calcutta and its neighbourhood on 20th September caused serious interruption to traffic and the running of all night trains had to be stopped on the 22nd and 23rd September.

**North Western State railway.**

Early on the 18th August, at mile 935, between Ludhiana and Ladhowal stations, the girders and one abutment of the Hussanpur bridge were completely carried away by floods. The break was crossed by transhipment from the 18th to 23rd August, when a diversion was opened.

On the 18th and 19th August, heavy floods came down the Sutlej, and the line between Gunda Singhwala and Ferozepore City was breached in several places. No transhipment was possible till the 24th idem. Through communication was restored on the 1st September.

**Bengal-Nagpur railway.**

On the 24th September, the line between Dantan and Dhanmandal, mileage 128 to 175, was washed away in several places and many of the bridges and culverts seriously damaged.

The running of trains over the section had to be stopped till 8th October and transhipment at some of the diversions had to be continued till 3rd November, on which date through booking was resumed.

**East Coast State railway.**

On the 16th August, the line was breached in nine places, aggregating 4,390 lineal feet, between Nidadavolu and Kovvur stations, through failure of the river protection embankment. A 5×20' girder bridge was completely swept away. Through communication was restored on the 30th August.

**Great Indian Peninsula railway.**

On the 26th September, a land slip occurred on the Bhore Ghat when a large quantity of boulders and earth, estimated at about 2,000 tons, fell on the line blocking both up and down roads, a further large quantity passing clear of the line into the ravine. The line is in cutting at this point. Considerable damage was done to permanent-way and the line was blocked for three days.

**Assam-Bengal railway.**

On the 28th June, the line between Chittagong and Laksam was breached and washed away in many places, causing serious detention to traffic.

**Bengal and North-Western railway.**

The line between Pertabganj and Balua Road at mile 92 was breached by floods on 22nd July, and the train service was suspended until 2nd August, when the breach was repaired.

The Segowlie-Raxaul branch railway was breached at miles 9 and 11 owing to floods on the 22nd July, and the train service was suspended until 13th August when traffic working was resumed. The line was again breached on 26th September and the running of trains stopped from 27th to 30th September when the breach was repaired.

**Rajputana-Malwa railway.**

On the 4th September, a breach took place between mile 386-8 and 386-10, one mile south of Ajanti station. The bank behind the south abutment of bridge No. 28, for nearly 480 feet, was almost completely washed away and the permanent-way strewn in the jungle. The cause of the breach was a rainfall of 9·37 inches in six hours. Through communication was restored on the evening of the 6th.

**Jodhpur-Bikaner railway.**

On the 8th and 16th August and 13th September, the Guia river was flowing over the rails, and trains could not pass for two days on the two first occasions, and for four days on the last one.

On the 9th August, the line was breached in three different places at the 213th and 214th miles and a culvert was washed away. Traffic was interrupted for a week.

On the 16th August, a culvert was damaged by a flood at the 7th mile and delayed traffic for two days. A diversion round the same culvert was carried away three times.

**Flood damages.**

On the 12th September, the line was washed away at the 93rd mile and on 13th at the 105th and 106th miles, interrupting traffic for three days.

On the 16th September, an arched culvert was carried away by a flood at the 218th mile, interrupting traffic for a week.

**Bhavnagar-Gondal-Junagadh-Porbandar railway.**

Owing to the exceptionally heavy rainfall during the month of August all over Kathiawar, several portions of the line were washed away, and through passenger traffic interrupted on the Veraval, Porbandar and Jamnagar sections for about three weeks in all.

**Southern Mahratta railway.**

On the 10th August, the engine of No. 63 up goods train was derailed between Diguvametta and Chelama, owing to the train having run into a large quantity of rock which had slipped from the side of the cutting during heavy rain, completely blocking the cutting and covering the line. The line was blocked up to 15th August.

**South Indian railway.**

On the 16th August, owing to heavy floods in the Coleroon river, the embankment at mile 156-17, between Coleroon and Shiyali stations, was breached for an aggregate length of 251 feet. Through traffic was suspended from 16th August to 4th September, but passengers and light goods were transhipped from 20th August.

**Burma railway.**

On the 21st July, the Indaw Choungh scoured away 140 feet of the south approach to bridge at mile 474-18 consisting of two 40-foot and one 100-foot girders. A trestle bridge of three 40-foot and one 20-foot girders was erected and through communication restored on 22nd August.

On the 16th September, an overflow of the Pyuntaza river undermined the foundations of the north pier of bridge 117 at mile 85-16, consisting of 5 spans of 40-foot girders, and displaced the pier from 4 to 5 feet. Traffic was resumed on the 18th on a pier made of laterite blocks and sand bags.

On the 28th September, the next pier was destroyed in a similar manner and traffic restored on 3rd October.

On the 7th October, the Kaboung river overflowed its banks and breached the line for 50 feet at mile 161-16. A temporary bridge of sleepers and rails was put in and communication was restored on the 10th idem.

On the 8th October, the Yonbin river burst its bank and pouring across country breached the line at three places between Pyiwin and Pyinmana and destroyed the 20-foot spans at miles 218-3 and 220-9. Owing to the same cause the line at Thawatti station was submerged for $\frac{3}{4}$ mile and a large quantity of metal carried away.

On the 19th September, 150 feet of the south and 120 feet of the north approach of the Obodaung bridge at mile 464-13-A was washed away by an abnormal flood.

On the 22nd September, the overflow of the Mu river breached the line at miles 414-10-A and 414-21-A. The line was restored on 29th September.

**Nilgiri railway.**

On the 15th June, a huge slab of stone and over 200 tons of débris slipped from the edge of the cutting on to the line. The big stone forced the rails out of position, damaging several of them and a number of sleepers and rack bars. The line was cleared on 16th June.

From 18th October to 19th November, about 600,000 cubic feet of rock, boulders, earth and slush, slipped from the hill-sides and fell on the line at several places between 5-4 and 12-6 miles, in some cases piling débris 25 feet high over the rails. Traffic was suspended until the 13th December.

**Howrah-Amta and Howrah-Sheakhalla light railways.**

On the 20th and 21st September, the line between Howrahghât and Kadamtala junction was flooded, the water being two feet above rail level; in consequence, all trains had to be

Railway staff.

terminated at and started from Kadamtala Junction, and the train service was interrupted for about eleven days till the water subsided.

## *Railway staff.*

Railway staff. App. 40.

61. The following table shows the number of servants employed of the different races, European, Eurasian and Native:

| Calendar year. | Europeans. | Eurasians. | Natives. | Total. |
|---|---|---|---|---|
| 1896 . | 4,665 | 6,696 | 271,734 | 283,095 |
| 1897 . | 4,793 | 6,902 | 284,800 | 296,495 |
| 1898 | 4,967 | 6,936 | 296,700 | 308,603 |
| 1899 . | 5,292 | 7,393 | 329,089 | 341,774 |
| 1900 . | 5,367 | 7,295 | 337,515 | 350,177 |

Volunteer force. App. 41.

62. Of the Europeans and Eurasians, the following number were enrolled as Volunteers:

| Calendar year. | Sergeant Instructors furnished by the Army. | Enrolled strength of Volunteers. | | | | | Total No. of European and Eurasian, employés, on railways. |
|---|---|---|---|---|---|---|---|
| | | Efficients. | | | Non-Efficients. | Total number of Volunteers in Corps. | |
| | | Officers. | Non-Commissioned Officers. | Volunteers. | | | |
| 1896 . | 111 | 385 | 1,304 | 9,099 | 385 | 11,173 | 11,361 |
| 1897 . | 115 | 398 | 1,336 | 10,000 | 296 | 12,030 | 11,695 |
| 1898 . | 116 | 375 | 1,362 | 9,498 | 270 | 11,505 | 11,903 |
| 1899 . | 123 | 395 | 1,460 | 9,958 | 153 | 11,965 | 12,685 |
| 1900 . | 122 | 389 | 1,406 | 10,068 | 175 | 12,038 | 12,662 |

Police force. App. 42.

63. The Police force employed for the maintenance of law and order on railways and for the protection of railway property is provided by the Civil Department, the State bearing, except in the case of State Lines Worked by the State and the old guaranteed railways, three-tenths and the railways paying seven-tenths of the expense incurred.

During the past year, owing to famine, there was a large increase in the number of thefts and the amount of compensation paid. In consequence of the great demand made upon railways, the use of open wagons had to be largely resorted to for the carriage of grain and food stuffs, and as there are long heavy inclines on the lines which passed through the famine stricken areas, advantage was taken of the reduction in the speed of trains while travelling up these inclines to tip bags out of the open wagons. In some places, closed wagons were burst open and robbed of as much of their contents as could be removed.

Provident fund. App. 40.

64. In connection with every railway in India there is a Provident Fund, the object of which is to make some provision for employés against their retirement or for their families in the event of their dying while still in the service of the railway. The money in this fund cannot be attached by courts of law, nor can it be alienated or hypothecated by the employé. Every monthly paid employé who is not pensionable nor a menial servant is obliged to be a member of this fund and is required to subscribe monthly amounts varying on different railways but not exceeding 1-12th of his salary. At the close of the half-year, the railway distributes as bonus among the depositors a first contribution equal to one-half of such subscriptions and a second contribution not exceeding one-half of such subscriptions or one per cent. of net earnings. In the case of the more prosperous railways, the latter sum is now generally obtained by depositors.

The amount thus subscribed amounted at the end of 1900 to nearly 350 lakhs of rupees, the bonus paid by railways amounting to nearly 75 lakhs.

* This column includes non-railway employés who are enrolled in Railway Corps.

**Fine fund.**
**Schools.**

65. Fines inflicted on employés are not credited to the revenues of the railway, but to what is known as the Fine fund. The money thus withheld goes back again to them in the shape of contributions to recreation clubs, schools and similar institutions and in the relief of families left in destitute circumstances. Fine fund.

66. The following table shows the transactions of the Fine fund on railways administered by the State:

| Railway. | Assets. | | | | Disbursements. | | | | | | Balance in hand on 31st December 1900. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Balance on 31st December 1899. | Fines and bonus forfeited during 1900. | Interest on balance. | Total. | Hospitals for sick employés. | Compassionate allowances. | Schools. | Recreation clubs. | Miscellaneous. | Total. | |
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | |
| North Western . | ... | 19,993 | 72 | 20,065 | 100 | 646 | 10,568 | 5,338 | 194 | 16,846 | 3,219 |
| Oudh and Rohilkhand . | 49,038 | 4,634 | 1,532 | 55,204 | ... | ... | 2,895 | 3,035 | 8,329 | 14,259 | 40,945 |
| Eastern Bengal . | 1,631 | 8,872 | 49 | 10,552 | ... | 561 | 2,359 | 4,158 | 1,248 | 8,326 | 2,226 |
| East Coast . | ... | ... | ... | Information not furnished. | | | | ... | ... | ... | |
| Jorhat . . | 61 | 127 | 2 | 190 | 129 | ... | ... | ... | ... | 129 | 61 |

67. On the larger railways, schools are provided and maintained at all centres where the number of children is large enough to justify the employment of the teaching staff. The fees charged are graduated so as not to press too heavily on the poorer employés. Government in the Educational Department allow a certain grant for every child who passes the tests prescribed and any deficit is made good from the revenues of the railway. Where the number of employés is not large enough for a railway school and there already exists a public or private school in the town, the schooling fees are borne wholly or in part by the railway. Schools. App. 43.

The number attending school amounted, at the close of 1900, to 6,242 children and 3,828 apprentices and workmen, the contributions by Government amounting to Rs. 31,601; by the railways to Rs. 1,04,288; and by fees to Rs. 73,971.

The assistance thus given to employés is much appreciated, and a proper standard of education is ensured by the examination which is conducted yearly by the Government Inspectors of Schools before the grant can be drawn.

SIMLA;
*Dated 30th April 1901.*

F. R. UPCOTT,
*Secretary to the Government of India,*
*Public Works Department,*
*Railways.*

# APPENDICES

of

# MILEAGE AND HISTORY OF RAILWAYS.

Appendix 1.
List of Railways.

# APPENDIX 1.

*List of Railways comprising*
*Railway System of India at the close of the Calendar year 1900,*
*alphabetically arranged,*
*with their lengths, the administrations by which worked, gauge and classification.*

(Referred to in paragraph 7 of Report).

*N. B.*—For particulars of railways comprising each Railway Administration, see Appendix 2.

| Classification No. | | Name of Railway. | Railway administration by which worked. | Date of first opening of any portion for traffic. | Gauge. | Length of Railway, in miles, open on 31st December 1900, under several heads of classification. | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | State lines worked by agency of | | Guaranteed railway. | Assisted railway. | Lines owned by Native states and worked by agency of | | | Lines in Foreign territory. |
| Main | Sub. | | | | | State railway. | Company | | | Native state itself. | Company. | State railway. | |
| | | **A.** | | | | | | | | | | | |
| 10 | (*h*) | Ahmedabad-Parántij . | Bombay, Baroda and Central India Ry. Co. | 1-5-97 | 3′ 3⅜″ | ... | ... | ... | 54·59 | ... | ... | ... | ... |
| 9 | (*e*) | Amráoti . . . . | Great Indian Peninsula Ry. Co. | 16-2-71 | 5′ 6″ | ... | 5·44 | ... | ... | ... | ... | ... | ... |
| 15 | (*a*) | Assam-Bengal . . . | Assam-Bengal Ry. Co. | 1-7-95 | 3′ 3⅜″ | ... | 436·26 | ... | ... | ... | ... | ... | ... |
| | | **B.** | | | | | | | | | | | |
| 27 | (*a*) | Bársi Light . . . | Bársi Light Ry. Co. . | 1-3-97 | 2′ 6″ | ... | ... | ... | 21·59 | ... | ... | ... | ... |
| 17 | (*a*) | Bengal and North-Western (Company's section). | Bengal and North-Western Ry. Co. | 2-4-84 | 3′ 3⅜″ | ... | ... | ... | 743·00 | ... | ... | ... | ... |
| 3 | (*a*) | Bengal Central . . | Bengal Central Ry. Co. | 16-10-82 | 5′ 6″ | ... | 125·01 | ... | ... | ... | ... | ... | ... |
| 13 | (*a*) | Bengal-Dooars . . | Bengal-Dooars Ry Co. | 15 1-93 | 3′ 3⅜″ | ... | ... | ... | 36·40 | ... | ... | ... | ... |
| ,, | (*b*) | Bengal-Dooars extensions | ,, ,, ,, | 20-4-00 | 3′ 3⅜″ | ... | ... | ... | 66·00 | ... | ... | ... | ... |
| 4 | (*a*) | Bengal-Nágpur . . | Bengal-Nágpur Ry. Co. | 2-11-86 | 5′ 6″ | ... | 1,226·46 | ... | ... | ... | ... | ... | ... |
| 11 | (*b*) | Bezwada extension (East Coast State). | Nizam's Guaranteed State Ry. Co. | 10-2-89 | 5′ 6″ | ... | 20·58 | ... | ... | ... | ... | ... | ... |
| 21 | (*a*) | Bhávnagar-Gondal-Junágad-Porbandar. | Bhávnagar - Gondal-Junágad - Porbandar Ry. Co. | 20-12-80 | 3′ 3⅜″ | ... | ... | ... | ... | 333·84 | ... | ... | ... |
| 9 | (*i*) | Bhopal-Itársi (British section. | Indian Midland Ry. Co. | 1-6-82 | 5′ 6″ | ... | 13·11 | ... | ... | ... | ... | ... | ... |
| | | Bhopal-Itársi (Native-state section). | | | | ... | ... | ... | ... | ... | 44·28 | ... | ... |
| 9 | (*h*) | Bhopal-Ujjain . . . | Indian Midland Ry. Co | 11-11-95 | 5′ 6″ | ... | ... | ... | ... | ... | 113·27 | ... | ... |
| 19 | (*b*) | Bikaner . . . . | Johpur-Bikaner Ry. . | 9-12-91 | 3′ 3⅜″ | ... | ... | ... | ... | 85·50 | ... | ... | ... |
| 9 | (*g*) | Bina-Goona-Bárán . . | Indian Midland Ry. Co | 23-9-95 | 5′ 6″ | ... | ... | ... | ... | ... | 145·59 | ... | ... |
| 22 | (*e*) | Birur-Shimoga . . | Southern Mahratta Ry. Co. | 1-12-99 | 3′ 3⅜″ | ... | ... | ... | ... | ... | 37·90 | ... | ... |
| 10 | (*a*) | Bombay, Baroda and Central India. | Bombay, Baroda and Central India Ry. Co. | 10-2-60 | 5′ 6″ | ... | ... | 460·90 | ... | ... | ... | ... | ... |
| 2 | (*c*) | Brahmaputra-Sultanpur . | Eastern Bengal State Ry. | 1-4-99 | 3′ 3⅜″ | ... | ... | ... | 59·19 | ... | ... | ... | ... |
| 25 | (*a*) | Burma . . . . | Burma Railways Co. . | 2-5-77 | 3′ 3⅜″ | ... | 1,124·00 | ... | ... | ... | ... | ... | ... |
| | | **C.** | | | | | | | | | | | |
| 6 | (*a*) | Calcutta Port Commissioners'. | Calcutta Port Commissioners' Ry. | 1-11-75 | 5′ 6″ | ... | ... | ... | 8·53 | ... | ... | ... | ... |
| 7 | (*c*) | Cawnpore-Burhwál (metre gauge link). | Oudh and Rohilkhand State Ry. | 24-11-96 | 3′ 3⅜″ | 79·60 | ... | ... | ... | ... | ... | ... | ... |
| 31 | (*a*) | Cherra-Companyganj . | Cherra-Companygauj State Ry. | 16-6-86 | 2′ 6″ | * | ... | ... | ... | ... | ... | ... | ... |
| 2 | (*c*) | Cooch Behar . . . | Eastern Bengal State Ry. | 15-9-93 | 2′ 6″ | ... | ... | ... | ... | ... | ... | 33·78 | ... |
| | | **D.** | | | | | | | | | | | |
| 32 | (*a*) | Darjeeling-Himalayan . | Darjeeling-Himalayan Ry. Co. | 23-8-80 | 2′ 0″ | ... | ... | ... | 51·00 | ... | ... | ... | ... |
| 1 | (*b*) | Delhi-Umballa-Kalka . | East Indian Ry. Co. . | 1-3-91 | 5′ 6″ | ... | ... | ... | 162·24 | ... | ... | ... | ... |
| 16 | (*a*) | Deoghur . . . . | Deoghur Ry. Co. . | 23-12-82 | 3′ 3⅜″ | ... | ... | ... | 4·79 | ... | ... | ... | ... |
| | | | | Carried over . | | 79·60 | 2,950·86 | 460·90 | 1,207·33 | 419·34 | 341·04 | 33·78 | ... |

* Closed for traffic from the 25th March 1900, and subsequently abandoned.

# APPENDIX I—*contd.*



*List of Railways comprising Railway System of India at the close of the Calendar year 1900, alphabetically arranged, with their lengths, the administrations by which worked, gauge and classification*—contd.

(Referred to in paragraph 7 of Report).

*N.B.*—For particulars of railways comprising each Railway Administration, see Appendix 2.

| Classification No. | | Name of Railway. | Railway administration by which worked. | Date of first opening of any portion for traffic. | Gauge. | Length of railway, in miles, open on 31st December 1900, under several heads of classification. | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | State lines worked by agency of | | Guaranteed railway. | Assisted railway | Lines owned by Native states and worked by agency of | | | Lines in foreign territory. |
| Main. | Sub. | | | | | State railway. | Company. | | | Native state itself. | Company. | State railway. | |
| | | **D.**—*concld.* | | Brought forward. | | 79·60 | 2,950·86 | 460·90 | 1,207·33 | 419·34 | 341·04 | 33·78 | ... |
| 9 | (b) | Dhond-Mánmad | Great Indian Peninsula Ry. Co. | 15-3-78 | 5′ 6″ | ... | 145·44 | ... | ... | ... | ... | ... | ... |
| 21 | (d) | Dhrángadrá | Bhávnagar-Gondal-Junágad-Porbandar Ry. Co. | 1-6-98 | 3′ 3⅜″ | ... | ... | ... | ... | 20·83 | ... | ... | ... |
| 14 | (a) | Dibru-Sadiya | Dibru-Sadiya Ry. Co. | 16-7-83 | 3′ 3⅜″ | ... | ... | ... | 77·50 | ... | ... | ... | ... |
| | | **E.** | | | | | | | | | | | |
| 5 | (a) | East Coast State | East Coast State Ry. | 1-11-88 | 5′ 6″ | 307·57 | ... | ... | ... | ... | ... | ... | ... |
| 2 | (a) | Eastern Bengal State — Southern and Eastern sections. | Eastern Bengal State Ry. | 2-1-62 | 5′ 6″ | 268·04 | ... | ... | ... | ... | ... | ... | ... |
| 2 | (b) | Northern and Behar sections including Kaunia-Dharlla branch and Santrabari extension. | Eastern Bengal State Ry. | 28-8-77 | 3′ 3⅜″ | 441·44 | ... | ... | ... | ... | ... | ... | ... |
| | | | | | 2′ 6″ | 47·64 | ... | ... | ... | ... | ... | ... | ... |
| | | Dacca Section | | | 3′ 3⅜″ | 85·92 | ... | ... | ... | ... | ... | ... | ... |
| 1 | (a) | East Indian | East Indian Ry. Co. | 15-8-54 | 5′ 6″ | ... | 1,840·32 | ... | ... | ... | ... | ... | ... |
| | | **G.** | | | | | | | | | | | |
| 10 | (j) | Gaekwar's Dabhoi | Bombay, Baroda and Central India Ry. Co. | 8-4-73 | 2′ 6″ | ... | ... | ... | ... | ... | 78·80 | ... | ... |
| 10 | (g) | Gaekwar's Mehsána | | 21-3-87 | 3′ 3⅜″ | ... | ... | ... | ... | ... | 92·63 | ... | ... |
| 10 | (c) | Gaekwar's Petlád | | 5-5-90 | 5′ 6″ | ... | ... | ... | ... | ... | 13·35 | ... | ... |
| 10 | (e) | Godhra-Rutlam-Nágdá | | 16-1-93 | 5′ 6″ | ... | 141·14 | ... | ... | ... | ... | ... | ... |
| 9 | (a) | Great Indian Peninsula | Great Indian Peninsula Ry. Co. | 18-4-53 | 5′ 6″ | ... | 1,357·62 | ... | ... | ... | ... | ... | ... |
| 22 | (c) | Guntakal-Mysore frontier | Southern Mahratta Ry. Co. | 1-3-92 | 3′ 3⅜″ | ... | 119·50 | ... | ... | ... | ... | ... | ... |
| 9 | (j) | Gwalior Light | Indian Midland Ry. Co. | 2-12-99 | 2′ 0″ | ... | ... | ... | ... | ... | 126·14 | ... | ... |
| | | **H.** | | | | | | | | | | | |
| 7 | (b) | Hardwar-Dehra | Oudh and Rohilkhand State Ry. | 1-3-00 | 5′ 6″ | ... | ... | ... | 32·04 | ... | ... | ... | ... |
| 33 | (a) | Howrah-Amta | Howrah-Amta Ry. Co. | 1-7-97 | 2′ 0″ | ... | ... | ... | 28·69 | ... | ... | ... | ... |
| 34 | (a) | Howrah-Sheakhalla | Howrah-Sheakhalla Ry. Co. | 2-8-97 | 2′ 0″ | ... | ... | ... | 19·75 | ... | ... | ... | ... |
| 11 | (c) | Hyderabad-Godávari Valley. | Nizam's Guaranteed State Ry. Co. | 21-10-99 | 3′ 3⅜″ | ... | ... | ... | ... | ... | 385·23 | ... | ... |
| 8 | (d) | Hyderabad-Shadipalli | North Western State Ry. | 18-8-92 | 5′ 6″ | 55·33 | ... | ... | ... | ... | ... | ... | ... |
| | | **I.** | | | | | | | | | | | |
| 9 | (f) | Indian Midland | Indian Midland Ry. Co. | 10-1-78 | 5′ 6″ | ... | 796·25 | ... | ... | ... | ... | ... | ... |
| | | | | Carried over | | 1,785·54 | 7,351·13 | 460·90 | 1,365·31 | 440·77 | 1,037·19 | 33·78 | ... |

Appendix I.
List of Railways.

# APPENDIX I—*contd.*

*List of Railways comprising*
*Railway System of India at the close of the Calendar year 1900,*
*alphabetically arranged,*
*with their lengths, the administrations by which worked, gauge and classification*—contd.

(Referred to in paragraph 7 of Report).

*N.B.*—For particulars of railways comprising each Railway Administration, see Appendix 2.

| Classification No. | | Name of Railway. | Railway administration by which worked. | Date of first opening of any portion for traffic. | Gauge. | Length of Railway, in miles, open on 31st December 1900, under several heads of classification. | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | State lines worked by agency of | | Guaranteed railway. | Assisted railway. | Lines owned by Native states and worked by agency of | | | Lines in foreign territory. |
| Main. | Sub | | | | | State railway. | Company. | | | Native state itself. | Company. | State railway. | |
| | | | | Brought forward . | | 1,785·54 | 7,351·13 | 460·90 | 1,365·31 | 440·17 | 1,037·19 | 33·78 | ... |
| | | **J.** | | | | | | | | | | | |
| 8 | (e) | Jammu and Kashmir (Native state section). | North Western State Ry. | 15-3-90 | 5′ 6″ | ... | ... | ... | ... | ... | ... | 15·92 | ... |
| 21 | (b) | Jámnagar . . . . | Bhávnagar-Gondal-Junágad-Porbándar Ry. Co. | 8-4-97 | 3′ 3⅜″ | ... | ... | ... | ... | 54·28 | ... | ... | ... |
| 21 | (c) | Jetalsar-Rájkot . . | | 12-4-93 | 3′ 3⅜″ | ... | ... | ... | ... | 46·23 | ... | ... | ... |
| 19 | (a) | Jodhpur . . . . | Jodhpur-Bikaner Ry. . | 24-6-82 | 3′ 3⅜″ | ... | ... | ... | ... | 454·94 | ... | ... | ... |
| 35 | (a) | Jorhát . . . . | Jorhát State Ry. . . | 15-12-84 | 2′ 0″ | 30·00 | ... | ... | ... | ... | ... | ... | ... |
| | | **K.** | | | | | | | | | | | |
| 24 | (c) | Káraikkal-Peralam . . | South Indian Ry. Co. . | 14-3-98 | 3′ 3⅜″ | ... | ... | ... | ... | ... | ... | ... | 14·65 |
| 9 | (d) | Khamgáon . . . | Great Indian Peninsula Ry. Co. | 4-3-70 | 5′ 6″ | ... | ... | ... | ... | ... | 7·55 | ... | ... |
| 12 | (b) | Kolar Gold-fields . . | Madras Ry. Co. . . | 1-6-94 | 5′ 6″ | ... | ... | ... | ... | ... | 10·00 | ... | ... |
| 22 | (f) | Kolhápur . . . . | Southern Mahratta Ry. Co. | 21-4-91 | 3′ 3⅜″ | ... | ... | ... | ... | ... | 29·07 | ... | ... |
| | | **L.** | | | | | | | | | | | |
| 14 | (b) | Ledo and Tikak-Margherita Colliery. | Dibru-Sadiya Ry. Co. . | 17-2-84 | 3′ 3⅜″ | ... | ... | ... | 7·50 | ... | ... | ... | ... |
| 18 | (b) | Lucknow-Bareilly . . | Rohilkund and Kumaon Ry. Co. | 12-10-84 | 3′ 3⅜″ | ... | 231·17 | ... | ... | ... | ... | ... | ... |
| | | **M.** | | | | | | | | | | | |
| 12 | (a) | Madras . . . . | Madras Ry. Co. . . | 1-7-56 | 5′ 6″ | ... | ... | 844·42 | ... | ... | ... | ... | ... |
| 24 | (b) | Máyavaram-Muttupet . | South Indian Ry. Co. . | 2-4-94 | 3′ 3⅜″ | ... | 54·08 | ... | ... | ... | ... | ... | ... |
| 26 | (a) | Morvi . . . . | Morvi Ry. . . . | 11-3-86 | 2′ 6″ | ... | ... | ... | ... | 94·36 | ... | ... | ... |
| 2 | (d) | Mymensingh-Jamálpur-Jagannathganj. | Eastern Bengal State Ry. | 15-10-98 | 3′ 3⅜″ | ... | ... | ... | 53·37 | ... | ... | ... | ... |
| 22 | (g) | Mysore-Nanjangúd . . | Southern Mahratta Ry. Co. | 1-12-91 | 3′ 3⅜″ | ... | ... | ... | ... | ... | 15·80 | ... | ... |
| 22 | (b) | Mysore section (Southern Mahratta). | Southern Mahratta Ry. Co. | 1-2-81 | 3′ 3⅜″ | ... | 296·00 | ... | ... | ... | ... | ... | ... |
| | | **N.** | | | | | | | | | | | |
| 10 | (d) | Nágdá-Ujjain . . . | Bombay, Baroda and Central India Ry. Co. | 15-7-96 | 5′ 6″ | ... | ... | ... | ... | ... | 34·32 | ... | ... |
| 12 | (c) | Nílgiri . . . . | Madras Ry Co. . . | 15-6-99 | 3′ 3⅜″ | ... | ... | ... | 16·90 | ... | ... | ... | ... |
| 11 | (a) | Nizam's Guaranteed State | Nizam's Guaranteed State Ry. Co. | 9-10-74 | 5′ 6″ | ... | ... | ... | ... | ... | 330·13 | ... | ... |
| 8 | (a) | North Western State . | North Western State Ry. | 13-5-61 | 5′ 6″ | 3,005·67 | ... | ... | ... | ... | ... | ... | ... |
| | | **O.** | | | | | | | | | | | |
| 7 | (a) | Oudh and Rohilkhand State | Oudh and Rohilkhand State Ry. | 22-12-62 | 5′ 6″ | 1,037·53 | ... | ... | ... | ... | ... | ... | ... |
| | | | | Carried over . | | 5,858·74 | 7,932·38 | 1,305·32 | 1,443·08 | 1,089·98 | 1,464·06 | 49·70 | 14·65 |

# APPENDIX I—*concld.*



## *List of Railways comprising Railway System of India at the close of the Calendar year 1900, alphabetically arranged, with their lengths, the administrations by which worked, gauge and classification*—concld.

(Referred to in paragraph 7 of Report).

*N. B.*—For particulars of railways comprising each Railway Administration, see Appendix 2.

| Classification No. | | Name of Railway. | Railway administration by which worked. | Date of first opening of any portion for traffic. | Gauge. | Length of Railway, in miles, open on 31st December 1900 under several heads of classification. | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | State lines worked by agency of | | Guaranteed railway. | Assisted railway. | Lines owned by Native states and worked by agency of | | | Lines in Foreign territory. |
| Main. | Sub. | | | | | State railway. | Company. | | | Native state itself. | Company. | State railway | |
| | | | | Brought forward | | 5,858·74 | 7,932·38 | 1,305·32 | 1,443·08 | 1,089·98 | 1,464·06 | 49·70 | 14·65 |
| | | **P.** | | | | | | | | | | | |
| 10 | (i) | Pálanpur-Deesa | Bombay, Baroda and Central India Ry. Co. | 8-11-93 | 3′ 3⅜″ | ... | 17·28 | ... | ... | ... | ... | ... | ... |
| 24 | (d) | Pondicherry | South Indian Ry. Co. | 15-12-79 | 3′ 3⅜″ | ... | ... | ... | ... | ... | ... | ... | 7·85 |
| | | **R.** | | | | | | | | | | | |
| 4 | (b) | Raipur-Dhamtari branch | Bengal-Nágpur Ry. Co. | 10-9-00 | 2′ 6″ | ... | 56·24 | ... | ... | ... | ... | ... | ... |
| 10 | (k) | Rajpipla | Bombay, Baroda and Central India Ry. Co | 1-7-97 | 2′ 6″ | ... | ... | ... | ... | ... | 37·37 | ... | ... |
| 8 | (c) | Rájpura-Bhátinda | North Western State Ry. | 1-11-84 | 5′ 6″ | ... | ... | ... | ... | ... | ... | 107·05 | ... |
| 10 | (f) | Rajputana-Malwa | Bombay, Baroda and Central India Ry. Co | 14-2-73 | 3′ 3⅜″ | ... | 1,677·64 | ... | ... | ... | ... | ... | ... |
| 28 | (a) | Ránaghat-Krishnagar | Ránaghat-Krishnagar Light Ry. Co. | 5-4-99 | 2′ 6″ | ... | ... | ... | 20·25 | ... | ... | ... | ... |
| 18 | (a) | Rohilkund and Kumaon | Rohilkund and Kumaon Ry. Co. | 12-10-84 | 3′ 3⅜″ | ... | ... | ... | 53·92 | ... | ... | ... | ... |
| | | **S.** | | | | | | | | | | | |
| 17 | (c) | Segowlie-Raxaul | Bengal and North-Western Ry. Co. | 1-3-99 | 3′ 3⅜″ | ... | ... | ... | 18·09 | ... | ... | ... | ... |
| 19 | (c) | Shadipalli-Balotra | Jodhpur-Bikaner Ry. | 22-12-00 | 3′ 3⅜″ | ... | 68·49 | ... | ... | ... | ... | ... | ... |
| 1 | (c) | South Behar | East Indian Ry. Co. | 5-7-99 | 5′ 6″ | ... | ... | ... | 78·76 | ... | ... | ... | ... |
| 22 | (a) | Southern Mahratta | Southern Mahratta Ry. Co. | 24-3-84 | 3′ 3⅜″ | ... | 1,042·04 | ... | ... | ... | ... | ... | ... |
| 8 | (b) | Southern Punjab | North Western State Ry. | 1-2-99 | 5′ 6″ | ... | ... | ... | 423·93 | ... | ... | ... | ... |
| 24 | (a) | South Indian | South Indian Ry. Co. | 15-7-61 | 3′ 3⅜″ | ... | 1,033·63 | ... | ... | ... | ... | ... | ... |
| | | **T.** | | | | | | | | | | | |
| 10 | (b) | Tápti Valley | Bombay, Baroda and Central India Ry. Co. | 1-12-98 | 5′ 6″ | ... | ... | ... | 155·45 | ... | ... | ... | ... |
| 28 | (a) | Tárakeshwar-Magra | Bengal Provincial Ry. Co. | 7-11-94 | 2′ 6″ | ... | ... | ... | 31·12 | ... | ... | ... | ... |
| 1 | (d) | Tarkessur | East Indian Ry. Co. | 1-1-85 | 5′ 6″ | ... | ... | ... | 23·23 | ... | ... | ... | ... |
| 30 | (a) | Tezpur-Bálipara | Tezpur-Bálipara Ry. Co. | 9-8-94 | 2′ 6″ | ... | ... | ... | 20·10 | ... | ... | ... | ... |
| 17 | (b) | Tirhoot State | Bengal and North-Western Ry. Co. | 1-11-75 | 3′ 3⅜″ | ... | 462·74 | ... | ... | ... | ... | ... | ... |
| | | **U.** | | | | | | | | | | | |
| 20 | (a) | Udaipur-Chitor | Udaipur-Chitor Ry. | 1-8-95 | 3′ 3⅜″ | ... | ... | ... | ... | 67·30 | ... | ... | ... |
| | | **W.** | | | | | | | | | | | |
| 9 | (c) | Wardha Coal | Great Indian Peninsula Ry. Co. | 1-2-74 | 5′ 6″ | ... | 44·88 | ... | ... | ... | ... | ... | ... |
| 23 | (a) | West of India Portuguese | West of India Portuguese Ry. Co. | 17-1-87 | 3′ 3⅜″ | ... | ... | ... | ... | ... | ... | ... | 51·11 |
| | | **Y.** | | | | | | | | | | | |
| 22 | (d) | Yesvantpur-Mysore frontier. | Southern Mahratta Ry. Co. | 15-12-92 | 3′ 3⅜″ | ... | ... | ... | ... | ... | ... | 51·35 | ... |
| | | Total railway mileage open in India on 31st December 1900 | | | | 5,858·74 | 12,335·32 | 1,305·32 | 2,266·93 | 1,157·28 | 1,501·43 | 208·10 | 73·61 |

Appendix 2.
Railway systems.

# APPENDIX 2.

## *Railways worked by each Railway Administration at the close of the Calendar year 1900.*

For mileage added during 1900, see Appendix 3; and for mileage sanctioned for construction, see Appendix 5.

(Referred to in paragraphs 7 and 9 of Report.)

| Classification No. | | Railway administration by which worked. | Name of railway. | Length of line open on 31st December 1900. | | | | Total of each gauge under the administration. | | | | Grand total mileage of railways worked by the administration. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Main. | Sub. | | | 5′ 6″ | 3′ 3⅜″ | 2′ 6″ | 2′ 0″ | 5′ 6″ | 3′ 3⅜″ | 2′ 6″ | 2′ 0″ | |
| 1 | (a) | East Indian (E. I.) | East Indian | *1,840·32 | ... | ... | ... | | | | | |
| | (b) | | Delhi-Umballa-Kalka | 162·24 | ... | ... | ... | | | | | |
| | (c) | | South-Behar (Luckeeserai-Gya). | 78·76 | ... | ... | ... | | | | | |
| | (d) | | Tarkessur | 22·23 | ... | ... | ... | 2,103·55 | ... | ... | ... | 2,103·55 |
| 2 | (a) | Eastern Bengal State (E. B. S.) | Eastern Bengal State | †268·04 | ... | ... | ... | | | | | |
| | (b) | | Ditto | ... | 527·36 | 47·64 | ... | | | | | |
| | (c) | | Brahmaputra-Sultanpur | ... | 59·19 | ... | ... | | | | | |
| | (d) | | Mymensingh-Jamálpur-Jagannathganj. | ... | 53·37 | ... | ... | | | | | |
| | (e) | | Cooch Behar | ... | ... | 33·78 | ... | 268·04 | 639·92 | 81·42 | ... | 989·38 |
| 3 | (a) | Bengal Central (B. C.) | Bengal Central | 125·01 | ... | ... | ... | 125·01 | ... | ... | ... | 125·01 |
| 4 | (a) | Bengal-Nágpur (B. N.) | Bengal Nágpur | 1,226·46 | ... | ... | ... | | | | | |
| | (b) | | Raipur-Dhamtari | ... | ... | 56·24 | ... | 1,226·46 | ... | 56·24 | ... | 1,282·70 |
| 5 | (a) | East Coast State (E. C.) | East Coast State | ‡807·57 | ... | ... | ... | 807·57 | ... | ... | ... | 807·57 |
| 6 | (a) | Calcutta Port Commissioners' (P. T.) | Calcutta Port Commissioners'. | §8·53 | ... | ... | ... | 8·53 | ... | ... | ... | 8·53 |
| 7 | (a) | Oudh and Rohilkhand State (O. & R.) | Oudh and Rohilkhand State. | 1,037·53 | ... | ... | ... | | | | | |
| | (b) | | Hardwar-Dehra | 32·04 | ... | ... | ... | | | | | |
| | (c) | | Cawnpore-Burhwal (Metre gauge link). | ... | ‖79·60 | ... | ... | 1,069·57 | 79·60 | ... | ... | 1,149·17 |
| 8 | (a) | North Western State (N. W.) | North Western State | **†† 3,005·67 | ... | ... | ... | | | | | |
| | (b) | | Southern Punjab | 423·93 | ... | ... | ... | | | | | |
| | (c) | | Rájpura-Bhátinda | 107·05 | ... | ... | ... | | | | | |
| | (d) | | Hyderabad-Shadipalli | 55·33 | ... | ... | ... | | | | | |
| | (e) | | Jammu and Kashmir (Native state section). | 15·92 | ... | ... | ... | 3,607·90 | ... | ... | ... | 3,607·90 |
| 9 | (a) | Great Indian Peninsula (G. I. P.) | Great Indian Peninsula | ‡‡1,357·62 | ... | ... | ... | | | | | |
| | (b) | | Dhond-Manmád | 145·44 | ... | ... | ... | | | | | |
| | (c) | | Wardha Coal | 44·88 | ... | ... | ... | | | | | |
| | (d) | | Khámgaon | 7·55 | ... | ... | ... | | | | | |
| | (e) | | Amráoti | 5·44 | ... | ... | ... | 1,560·93 | ... | ... | ... | 1,560·93 |
| | | | Carried over | | | | | 10,777·56 | 719·52 | 137·66 | ... | 11,634·74 |

*From Howrah to Moghal Sarai, 470·02 miles, the Hooghly bridge branch, 4·22 miles, and 3·40 miles of the Jherriah branch are laid with double track.

† From Calcutta to Poradaha, 102·47 miles, Canal Junction to Chitpore, 1·88 miles, and Calcutta (Sealdah) to Dock Junction, 7·86 miles, are laid with double track.

‡ Including 2·66 miles laid on a mixed gauge and 0·33 mile on the 3′ 3⅜″ gauge and 4·24 miles laid with double track.

§ Including 1·49 miles laid with double track.

‖ Including 3·66 miles, Aishbagh to Daliganj, laid on a mixed gauge.

** Including 5·63 miles military lines not used for public traffic.

†† From Kiámári to Kotri, 108·00 miles, Mean Meer East to Mean Meer West, 2·13 miles, Gulistan to Chaman, 36·82 miles, and Ab-i-Gum to Kolpur, 23·54 miles, are laid with double track.

‡‡ From Bombay (Victoria terminus) to Khandwa, 353·13 miles, Kalyan to Lonávla, 46·42 miles, and Bhusával to Shegaon, 62·37 miles, are laid with double track.

# APPENDIX 2—*contd.*



## *Railways worked by each Railway Administration at the close of the Calendar year 1900.*

For mileage added during 1900, see Appendix 3; and for mileage sanctioned for construction, see Appendix 5.

(Referred to in paragraphs 7 and 9 of Report.)

| Classification No. | | Railway administration by which worked. | Name of railway. | Length of line open on 31st December 1900. | | | | Total of each gauge under the administration. | | | | Grand total mileage of railways worked by the administration. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Main. | Sub. | | | 5′ 6″ | 3′ 3⅜″ | 2′ 6″ | 2′ 0″ | 5′ 6″ | 3′ 3⅜″ | 2′ 6″ | 2′ 0″ | |
| | | | Brought forward . | | | | | 10,777·56 | 719·52 | 137·66 | ... | 11,634·74 |
| 9 | (*f*) | Indian Midland (I. M.) | Indian Midland . . . | 796·25 | ... | ... | ... | | | | | |
| | (*g*) | | Bína-Goona-Bárán . . | 145·59 | ... | ... | ... | | | | | |
| | (*h*) | | Bhopal-Ujjain . . . | 113·27 | ... | ... | ... | | | | | |
| | (*i*) | | Bhopal-Itársi . . . | 57·39 | ... | ... | ... | | | | | |
| | (*j*) | | Gwalior Light . . . | ... | ... | ... | 126·14 | 1,112·50 | ... | ... | 126·14 | 1,238·64 |
| 10 | (*a*) | Bombay, Baroda and Central India (B., B. & C. I.) | Bombay, Baroda and Central India. | *460·90 | ... | ... | ... | | | | | |
| | (*b*) | | Tápti Valley . . . | 155·45 | ... | ... | ... | | | | | |
| | (*c*) | | Gaekwar's Petlád . . | 13·35 | ... | ... | ... | | | | | |
| | (*d*) | | Nágdá-Ujjain . . . | 34·32 | ... | ... | ... | | | | | |
| | (*e*) | | Godhra-Rutlam-Nágdá . | 141·14 | ... | ... | ... | | | | | |
| | (*f*) | | Rajputana-Malwa (R. M.) . | ... | 1,677·64 †‡ | ... | ... | | | | | |
| | (*g*) | | Gaekwar's Mehsána . | ... | 92·63 | ... | ... | | | | | |
| | (*h*) | | Ahmedabad-Paráutij . . | ... | 54·59 | ... | ... | | | | | |
| | (*i*) | | Pálanpur-Deesa . . . | ... | 17·28 | ... | ... | | | | | |
| | (*j*) | | Gaekwar's Dabhoi . . | ... | ... | 78·80 | ... | | | | | |
| | (*k*) | | Rajpipla . . . . . | ... | ... | 37·37 | ... | 805·16 | 1,842·14 | 116·17 | ... | 2,763·47 |
| 11 | (*a*) | H. H. Nizam's Guaranteed State (N. G. S.) | H. H. Nizam's Guaranteed State. | 330·13 | ... | ... | ... | | | | | |
| | (*b*) | | Bezwada extension (East Coast State.) | 20·58 | ... | ... | ... | | | | | |
| | (*c*) | | Hyderabad-Gódávari Valley | ... | 385·23 | ... | ... | 350·71 | 385·23 | ... | ... | 735·94 |
| 12 | (*a*) | Madras (M.) . . . | Madras . . . . . | §844·42 | ... | ... | ... | | | | | |
| | (*b*) | | Kolar Gold-fields . . | 10·00 | ... | ... | ... | | | | | |
| | (*c*) | | Nílgiri (N.) . . . . | ... | 16·90 | ... | ... | 854·42 | 16·90 | ... | ... | 871·32 |
| 13 | (*a*) | Bengal-Dooars (B. D.) | Bengal-Dooars . . . | ... | 36·40 | ... | ... | | | | | |
| | (*b*) | | Bengal-Dooars extensions . | ... | 66·00 | ... | ... | ... | 102·40 | ... | ... | 102·40 |
| 14 | (*a*) | Dibru-Sadiya (D. S.) | Dibru-Sadiya . . . | ... | 77·50 | ... | ... | | | | | |
| | (*b*) | | Ledo and Tikak-Margherita Colliery. | ... | 7·50 | ... | ... | ... | 85·00 | ... | ... | 85·00 |
| | | | Carried over . | | | | | 13,900·35 | 3,151·19 | 253·83 | 126·14 | 17,431·51 |

* From Bombay (Colába) to Daman Road, 108·34 miles, and Sachin to Ahmedabad, 94·22 miles, are laid with double track.

† Including 26·28 miles of mixed gauge mileage between Bhátinda and Kot Kápura and 28·08 miles of 5′ 6″ gauge mileage between Kot Kápura and Ferozepore.

‡ From Agra Fort to Agra Cantonment, 1·14 miles, are laid with double track.

§ From Madras to Arkónam, 42·40 miles, are laid with double track.

Appendix 2.
Railway systems.

# APPENDIX 2—*contd.*

## *Railways worked by each Railway Administration at the close of the Calendar year 1900.*

For mileage added during 1900, see Appendix 3 ; and for mileage sanctioned for construction, see Appendix 5.

(Referred to in paragraphs 7 and 9 of Report.)

| Classification No. | | Railway administration by which worked. | Name of railway. | Length of line open on 31st December 1900. | | | | Total of each gauge under the administration. | | | | Grand total mileage of railways worked by the administration. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Main. | Sub. | | | 5′ 6″ | 3′ 3⅜″ | 2′ 6″ | 2′ 0″ | 5′ 6″ | 3′ 3⅜″ | 2′ 6″ | 2′ 0″ | |
| | | | Brought forward . | | | | | 13,900·34 | 3,151·19 | 253·8 | 126·14 | 17,431·51 |
| 15 | (a) | Assam-Bengal (A. B.) . | Assam-Bengal . . . | ... | 436·26 | ... | ... | ... | 436·26 | ... | ... | 436·26 |
| 16 | (a) | Deoghur (D) . . . | Deoghur . . . . | ... | 4·79 | ... | ... | ... | 4·79 | ... | ... | 4·79 |
| 17 | (a) | Bengal and North-Western. (B. & N. W.) | Bengal and North-Western | ... | 743·00 | ... | ... | | | | | |
| | (b) | | Tirhoot State . . . | ... | 462·74 | ... | ... | | | | | |
| | (c) | | Segowlie-Raxaul . . | ... | 18·09 | ... | ... | ... | 1,223·83 | ... | ... | 1,223·83 |
| 18 | (a) | Rohilkund and Kumaon (R. & K.) | Rohilkund and Kumaon . | ... | 53·92 | ... | ... | | | | | |
| | (b) | | Lucknow-Bareilly . . | ... | 231·17 | ... | ... | ... | 235·09 | ... | ... | 235·09 |
| 19 | (a) | Jodhpur-Bikaner (J. B.) | Jodhpur State . . . | ... | 451·94 | ... | ... | | | | | |
| | (b) | | Bikaner State . . . | ... | 85·50 | ... | ... | | | | | |
| | (c) | | Shadipalli-Balotra (British section). | ... | 68·49 | ... | ... | ... | 608·93 | ... | ... | 608·93 |
| 20 | (a) | Udaipur-Chitor . . (U. C.) | Udaipur-Chitor . . . | ... | 67·30 | ... | ... | ... | 67·30 | ... | ... | 67·30 |
| 21 | (a) | Bhávnagar Gondal-Junágad-Porbándar. (B. G. J. P.) | Bhávnagar-Gondal Junágad Porbándar. | ... | 333·84 * | ... | ... | | | | | |
| | (b) | | Jámnagar . . . . | ... | 51·28 † | ... | ... | | | | | |
| | (c) | | Jetalsar-Rájkot . . | ... | 46·23 | ... | ... | | | | | |
| | (d) | | Dhrángadrá . . . | ... | 23·83 | ... | ... | ... | 455·18 | ... | ... | 455·18 |
| 22 | (a) | Southern Mahratta (S. M.) | Southern Mahratta . . | ... | 1,042·04 | ... | ... | | | | | |
| | (b) | | Mysore section (Southern Mahratta) | ... | 296·60 | ... | ... | | | | | |
| | (c) | | Guntakul-Mysore frontier . | ... | 119·50 | ... | ... | | | | | |
| | (d) | | Yesvantpur-Mysore frontier. | ... | 51·35 | ... | ... | | | | | |
| | (e) | | Birur-Shimoga . . . | ... | 37·90 | ... | ... | | | | | |
| | (f) | | Kolhápur . . . . | ... | 29·07 | ... | ... | | | | | |
| | (g) | | Mysore-Nanjangúd . | ... | 15·80 | ... | ... | ... | 1,591·66 | ... | ... | 1,591·66 |
| 23 | (a) | West of India Portuguese (W. I. P.) | West of India Portuguese . | ... | 51·11 | ... | ... | ... | 51·11 | ... | ... | 51·11 |
| | | | Carried over . | | | | | 13,900·35 | 7,875·34 | 253·83 | 126·14 | 22,155·66 |

* Including 4·87 miles of dock estate and quarry lines.
† Including 3·99 miles of dock estate lines.

# APPENDIX 2—*concld.*



## *Railways worked by each Railway Administration at the close of the Calendar year 1900.*

**For mileage** added during 1900, see Appendix 3; and for mileage sanctioned for construction, see Appendix 5.

(Referred to in paragraphs 7 and 9 of Report.)

| Classification No. | | Railway administration by which worked. | Name of railway. | Length of line open on 31st December 1900. | | | | Total of each gauge under the administration. | | | | Grand total mileage of railways worked by the administration. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Main. | Sub | | | 5′ 6″ | 3′ 3⅜″ | 2′ 6″ | 2′ 0″ | 5′ 6″ | 3′ 3⅜″ | 2′ 6″ | 2′ 0″ | |
| | | | Brought forward . | | | | | 13,900·35 | 7,875·34 | 253·83 | 126·14 | 22,155·66 |
| 24 | (a) | South Indian (S. I.) | South Indian . . . | ... | 1,033·63 | ... | ... | ... | | | | |
| | (b) | | Máyavaram-Mutupet . . | ... | 54·08 | ... | ... | ... | | | | |
| | (c) | | Káraikkal-Peralam . | ... | 14·65 | ... | ... | ... | | | | |
| | (d) | | Pondicherry . . . | ... | 7·85 | ... | ... | ... | 1,110 21 | ... | ... | 1,110·21 |
| 25 | (a) | Burma (B) . . . | Burma . . . . . | ... | 1,121·00* | ... | ... | ... | 1,124·00 | ... | ... | 1,124·00 |
| 26 | (a) | Morvi (M. R. W.) . | Morvi . . . . . | ... | ... | 94·36 | ... | ... | ... | 94·36 | ... | 94·35 |
| 27 | (a) | Bársi Light (B. L.) . | Bársi Light . . . . | ... | ... | 21·59 | ... | ... | ... | 21·59 | ... | 21·59 |
| 28 | (a) | Tárakeshwar-Magra (B. P.). | Tárakeshwar-Magra . . | ... | ... | 31·12 | ... | ... | ... | 31·12 | ... | 31·12 |
| 29 | (a) | Ránaghat-Krishnagar (R. K. L.) | Ránaghat-Krishnagar . | ... | ... | 20·25 | ... | ... | ... | 20 25 | ... | 20·25 |
| 30 | (a) | Tezpur-Bálipárá (T. B.) | Tezpur-Bálipárá . . . | ... | ... | 20·10 | ... | ... | ... | 20 10 | ... | 20·10 |
| 31 | (a) | Cherra-Companyganj (C. C.) | Cherra-Companyganj . | ... | ... | † | ... | ... | ... | † | ... | † |
| 32 | (a) | Darjeeling-Himalayan (D. H.) | Darjeeling-Himalayan . | ... | ... | ... | 51 00 | ... | ... | ... | 51·00 | 51·00 |
| 33 | (a) | Howrah-Amta (H. A.) . | Howrah-Amta . . . | ... | ... | ... | 23·69 | ... | ... | ... | 23·69 | 23·69 |
| 34 | (a) | Howrah-Sheakhalla (H. S.) | Howrah-Sheakhalla . . | ... | ... | ... | 19·75 | ... | ... | ... | 19·75 | 19·75 |
| 35 | (a) | Jorhát (J) . . . | Jorhat . . . . . | ... | ... | ... | 30·00 | ... | ... | ... | 30·00 | 30·00 |
| | | | Total railway mileage open in India on 31st December 1900 . | | | | | 13,900·35 | 10,109·75 | 341·28 | 255 58 | 24,706·73 |
| | | | **Steam Tramways.** | | | | | | | | | |
| 36 | (a) | Rohilkund and Kumaon | Powayan . . . . | ... | ... | 39·50 | ... | ... | ... | 39·50 | ... | 39·50 |
| | (b) | Thatôn-Duyínzáik . | Thatôn-Duyínzáik . . | ... | ... | 7·76 | ... | ... | ... | 7 76 | ... | 7·76 |
| | (c) | North Western State . | Dandot . . . . | ... | ... | ... | 6·18 | .. | ... | ... | 6·18 | 6·18 |
| | | | Total mileage of Steam Tramways open in India on 31st December 1900 . | | | | | | | 47·26 | 6·18 | 53·44 |

* From Rangoon to Insein, 9·00 miles, Myohaung to Mandalay, 2·45 miles, and Nahakaung to Naba, 0·55 mile, are laid with double track.

† Closed for traffic from the 25th March 1900, and subsequently abandoned.

Appendix 3.
Additions to mileage.

# APPENDIX 3.

## *Mileage added to the Railway System of India during the Calendar year 1900.*

*Note.*—The additions shown in this statement are included in the figures shown in Appendices 1 and 2.

(Referred to in paragraphs 7 and 9 of Report.)

| Classification No. | | Railway Administration to which railway has been added. | Name of owning railway. | Section of line added during 1900. | Date of opening for traffic. | Additions in miles made to open mileage during 1900. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Length. | | | Total mileage added to railway administration. | | |
| Main. | Sub. | | | | | 5′ 6″ | 3′ 3⅜″ | 2′ 6″ | 5′ 6″ | 3′ 3⅜″ | 2′ 6″ |
| 1 | (a) | East Indian | East Indian | Moghal Sarai to Gya | 1st March | 125·47 | ... | ... | 128·70 | ... | ... |
| | | | | Mile 148¾ from Howrah to Sendri, property of the Barákar Coal Company | 26th November | 3·23 | ... | ... | | | |
| 2 | (b) | | Eastern Bengal State. | Alipur Duar to Raja Bhat Khawa | 5th April | ... | ... | 9·97 | | | |
| | | | | Bogra to Dewantola | 5th April | ... | 22·02 | ... | | | |
| | (c) | Eastern Bengal State. | Brahmaputra-Sultanpur. | Dewantola to Bonarpara | 1st August | ... | 4·60 | ... | | | |
| | | | | Bonarpara to Fulchhari | 1st September | ... | 8·07 | ... | | | |
| | (e) | | Cooch Behar | Torsa Bridge | 16th May | ... | ... | 0·11 | ... | 34·69 | 10·08 |
| 4 | (a) | Bengal-Nágpur | Bengal-Nágpur | Khal bridge to Rajapur-Khal | 24th May | 18·80 | ... | ... | | | |
| | | | | Rajapur-Khal to Howrah | 14th December | 17·50 | ... | ... | | | |
| | (b) | | | Raipur to Kurud | 10th September | ... | ... | 31·50 | | | |
| | | | | Abhanpur to Rajim | 15th October | ... | ... | 10·50 | | | |
| | | | | Kurúd to Dhamtari | 17th December | ... | ... | 14·24 | 36·30 | ... | 56·24 |
| 5 | (a) | East Coast State | East Coast State | Nanpada to Salt Factory | 6th July | 2·61 | ... | ... | | | |
| | | | | Rajahmundry to Kovvúr | 6th August | 4·55 | ... | ... | 7·16 | ... | ... |
| 7 | (a) | Oudh and Rohilkhand State. | Oudh and Rohilkhand State. | Moradabad to Gajroula | 1st April | 33·40 | ... | ... | | | |
| | | | | Gajroula to Ghaziabad | 25th November | 53·37 | ... | ... | | | |
| | (b) | | Hardwar-Dehra | Hardwar to Dehra | 1st March | 32·04 | ... | ... | 118·81 | ... | ... |
| 8 | (a) | North Western State. | North Western State. | Toba Tek Singh to Khánewal | 16th April | 55·53 | ... | ... | | | |
| | | | | Kotri to Hyderabad (Sind) | 25th May | 4·99 | ... | ... | 60·52 | ... | ... |
| 9 | (a) | Great Indian Peninsula. | Great Indian Peninsula. | Jalgaon to Dharangaon | 20th February | 18·56 | ... | ... | | | |
| | | | | Dharangaon to Amalner | 4th April | 15·72 | ... | ... | | | |
| | | | | Mohpani to new coal fields | 30th June | 0·14 | ... | ... | | | |
| | | | | Chalisgaon to Dhulia | 15th October | 35 20 | ... | ... | 69·62 | ... | ... |
| 10 | (b) | Bombay, Baroda and Central India. | Tápti Valley | Nardana to Amalner | 15th March | 16·89 | ... | ... | 16·89 | ... | ... |
| 11 | (c) | The Nizam's Guaranteed State. | Hyderabad-Gódávari Valley | Sailu to Purbhani | 25th April | ... | 26·44 | ... | | | |
| | | | | Secunderabad to Sivungaon | 25th April | ... | 150·73 | ... | | | |
| | | | | Sivungaon to Nanded | 23rd August | ... | 17·68 | ... | | | |
| | | | | Nanded to Purbhani | 9th October | ... | 36·15 | ... | ... | 231·00 | ... |
| 12 | (a) | Madras | Madras | Ráyapuram to Beach | 22nd January | 1·03 | ... | ... | 1·03 | ... | ... |
| 13 | (b) | Bengal Dooars | Bengal Dooars extensions. | Barnes Junction to Baura | 20th April | ... | 28·45 | ... | | | |
| | | | | Baura to Bhotemari | 21st October | ... | 17·20 | ... | | | |
| | | | | Bhotemari to Lalmanirhat | 20th November | ... | 20·35 | ... | ... | 66·00 | ... |
| 15 | (a) | Assam-Bengal | Assam-Bengal | Gauháti to Gauháti Ghát | 1st January | ... | 1·22 | ... | | | |
| | | | | Lumding Temporary Station to Lumding Permanent Station | 20th February | ... | 3·10 | ... | ... | 4·32 | ... |
| 17 | (b) | Bengal and North-Western. | Tirhoot State | Baraúni to Thanah Bihpur | 1st March | ... | 66·17 | ... | | | |
| | | | | Sahebpoor-Kamal to Monghyr Ghát | 7th March | ... | 7·00 | ... | | | |
| | | | | Hajeepore to Bachhwara | 1st April | ... | 44·46 | ... | | | |
| | | | | Hajeepore branch loop line | 2nd November | ... | 3·31 | ... | ... | 120·94 | ... |
| 19 | (a) | Jodhpur-Bikaner. | Jodhpur State | Barmer to the Jodhpur frontier. | 22nd December | ... | 74·44 | ... | | | |
| | (c) | | Government of India. | Shadipalli to the Jodhpur frontier. | 22nd December | ... | 68·49 | ... | ... | 142·93 | ... |
| 24 | (a) | South Indian | South Indian | From Madras Station to Beach Station. | 15th January | ... | 0·11 | ... | | | |
| | | | | Mile 130·25 near Cuddalore to Capper Quarry. | 15th April | ... | 0·86 | ... | ... | 0·97 | ... |
| 25 | (a) | Burma | Burma | Sèdaw to Maymyo | 1st April | ... | 26·10 | ... | | | |
| | | | | Sagaing to Alon | 15th April | ... | 70·46 | ... | | | |
| | | | | Maymyo to Nawnghkio | 20th May | ... | 34·10 | ... | ... | 130·66 | ... |
| | | | | | Total mileage added in 1900 | | | | 439·03 | 731·51 | 66·12 |

# APPENDIX 3—*concluded.*

## *Railways opened from the 1st January 1901 up to 30th April 1901.*

(Referred to in paragraphs 7 and 9 of Report).

| Classification No. | | Railway administration to which railway has been added. | Name of owning railway. | Section of line added. | Date of opening. | Length. | | | |
|---|---|---|---|---|---|---|---|---|---|
| Main | Sub. | | | | | 5′ 6″ | 3′ 3⅜″ | 2′ 6″ | 2′ 0″ |
| | | | MILEAGE ADDED FROM 1ST JANUARY TO 31ST MARCH 1901. | | | | | | |
| 2 | (*b*) | Eastern Bengal State | Eastern Bengal State. | Raja Bhat Khawa to Jainti. | 1st February | ... | ... | 9·18 | ... |
| 4 | (*a*) | Bengal-Nágpur | Bengal-Nágpur. | Santragachi to Shalimar. | 15th March | 3·00 | ... | ... | ... |
| 8 | (*a*) | North-Western State | North Western State. | Pesháwar to Jamrud | 1st January | 11·13 | ... | ... | ... |
| | | | | Hyderabad to Rahoki | 28th March | 6·04 | ... | ... | ... |
| | (*f*) | | Nowshera-Durgai | Nowshera to Durgai | 1st January | ... | ... | 40·44 | ... |
| 15 | (*a*) | Assam-Bengal | Assam-Bengal | Lumding to Nazira | 1st January | ... | 142·20 | ... | ... |
| 17 | (*b*) | Bengal and North-Western | Tirhoot State | Thana Bihpur to Kursela | 1st February | ... | 20·72 | ... | ... |
| | | | | Kursela to Katihár | 7th March | ... | 23·75 | ... | ... |
| 19 | (*b*) | Jodhpur-Bikaner | Bikaner State | Dulmera to Suratgarh | 1st January | ... | 71·74 | ... | ... |
| 24 | (*a*) | South Indian | South Indian | New Beach line | 1st February | ... | 0·59 | ... | ... |
| | | | Total mileage added from 1st January to 31st March 1901 | | | 20·17 | 259·00 | 49·62 | ... |
| | | | MILEAGE ADDED FROM 1ST TO 30TH APRIL 1901. | | | | | | |
| 2 | (*b*) | Eastern Bengal State | Eastern Bengal State. | Teesta Bridge and approaches. | 1st April | ... | 4·87 | ... | ... |
| 8 | (*g*) | North Western State | Ludhiána-Dhuri-Jakhal. | Ludhiána to Jakhal | 10th April | 79·61 | ... | ... | ... |
| 13 | (*b*) | Bengal-Dooars | Bengal-Dooars extensions. | Mal to Chalsa | 1st Apri | ... | 5·00 | ... | ... |
| | | | Total mileage added from 1st to 30th April 1901 | | | 79·61 | 9·87 | ... | ... |
| | | | Grand total mileage open on 30th April 1901 | | | 14,000·73 | 10,378·42 | 490 87 | 255·58 |
| | | | STEAM TRAMWAYS. | | | | | | |
| 36 | (*e*) | Parlakimedi | Parlakimedi | Naupada to Parlakimedi. | 22nd April | ... | ... | 25·00 | ... |

**Appendix 4.**
Mileage open yearly.

# APPEN

## *Railway mileage open for traffic year by year under each railway*

(Referred to in para

*N.B.*—A reference to Appendix 2 will furnish the key

| Class: No. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | | 10 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Calendar Year. | E. I. | E. B. S. | B. C. | B. N. | E. C. | P. T. | O. & R. | N. W. | G. I. P. (*a*) to (*e*). | I. M. (*f*) to (*j*). | ., B. & C. I. |
| 1853 | ... | ... | ... | ... | ... | ... | ... | ... | 20 | ... | ... |
| 1854 | 38 | ... | ... | ... | ... | ... | ... | ... | 33 | ... | ... |
| 1855 | 120 | ... | ... | ... | ... | ... | ... | ... | 49 | ... | ... |
| 1856 | 120 | ... | ... | ... | ... | ... | ... | ... | 87 | ... | ... |
| 1857 | 120 | ... | ... | ... | ... | ... | ... | ... | 87 | ... | ... |
| 1858 | 139 | ... | ... | ... | ... | ... | ... | ... | 193 | ... | ... |
| 1859 | 286 | ... | ... | ... | ... | ... | ... | ... | 244 | ... | ... |
| 1860 | 370 | ... | ... | ... | ... | ... | ... | ... | 297 | ... | 35 |
| 1861 | 561 | ... | ... | ... | ... | ... | ... | 110 | 438 | ... | 134 |
| 1862 | 877 | 123 | ... | ... | ... | ... | ... | 142 | 495 | ... | 167 |
| 1863 | 960 | 136 | ... | ... | ... | ... | ... | 142 | 555 | ... | 185 |
| 1864 | 1,131 | 140 | ... | ... | ... | ... | ... | 142 | 588 | ... | 306 |
| 1865 | 1,155 | 140 | ... | ... | ... | ... | ... | 350 | 704 | ... | 306 |
| 1866 | 1,155 | 140 | ... | ... | ... | ... | ... | 350 | 825 | ... | 306 |
| 1867 | 1,380 | 140 | ... | ... | ... | ... | 42 | 403 | 855 | ... | 306 |
| 1868 | 1,380 | 140 | ... | ... | ... | ... | 42 | 403 | 876 | ... | 307 |
| 1869 | 1,380 | 140 | ... | ... | ... | ... | 42 | 621 | 876 | ... | 307 |
| 1870 | 1,380 | 140 | ... | ... | ... | ... | 42 | 663 | 1,269 | ... | 312 |
| 1871 | 1,530 | 185 | ... | ... | ... | ... | 42 | 663 | 1,290 | ... | 350 |
| 1872 | 1,530 | 185 | ... | ... | ... | ... | 203 | 663 | 1,295 | ... | 389 |
| 1873 | 1,530 | 187 | ... | ... | ... | ... | 456 | 663 | 1,295 | ... | 524 |
| 1874 | 1,530 | 187 | ... | ... | ... | ... | 540 | 663 | 1,313 | ... | 777 |
| 1875 | 1,530 | 187 | ... | ... | ... | 2 | 544 | 725 | 1,336 | ... | 917 |
| 1876 | 1,530 | 187 | ... | ... | ... | 2 | 544 | 767 | 1,341 | ... | 996 |
| 1877 | 1,530 | 321 | ... | ... | ... | 2 | 544 | 767 | 1,341 | ... | 1,001 |
| 1878 | 1,530 | 419 | ... | ... | ... | 4 | 547 | 1,268 | 1,487 | 34 | 1,098 |
| 1879 | 1,588 | 430 | ... | ... | ... | 4 | 547 | 1,268 | 1,494 | 66 | 1,237 |
| 1880 | 1,600 | 439 | ... | 53 | ... | 4 | 547 | 1,541 | 1,494 | 66 | 1,412 |
| 1881 | 1,600 | 454 | ... | 98 | ... | 4 | 547 | 1,671 | 1,494 | 75 | 1,760 |
| 1882 | 1,603 | 483 | 20 | 149 | ... | 4 | 547 | 1,732 | 1,494 | 86 | 1,775 |
| 1883 | 1,605 | 504 | 52 | 149 | ... | 4 | 548 | 1,759 | 1,494 | 86 | 1,866 |
| 1884 | 1,605 | 519 | 125 | 149 | ... | 4 | 595 | 1,866 | 1,494 | 132 | 2,123 |
| 1885 | 1,633 | 605 | 125 | 149 | ... | 4 | 607 | 1,873 | 1,494 | 132 | 2,187 |
| 1886 | 1,633 | 607 | 125 | 186 | ... | 4 | 686 | 1,873 | 1,493 | 174 | 2,188 |
| 1888 | 1,632 | 645 | 125 | 186 | ... | 6 | 692 | 2,414 | 1,493 | 173 | 2,208 |
| 1887 | 1,632 | 672 | 125 | 223 | ... | 6 | 692 | 2,458 | 1,493 | 268 | 2,213 |
| 1889 | 1,632 | 746 | 125 | 347 | ... | 6 | 692 | 2,539 | 1,493 | 734 | 2,219 |
| 1890 | 1,632 | 764 | 125 | 584 | ... | 6 | 692 | 2,565 | 1,493 | 734 | 2,246 |
| 1891 | 1,794 | 777 | 125 | 831 | ... | 6 | 692 | 2,480 | 1,402 | 734 | 2,313 |
| 1892 | 1,794 | 812 | 125 | 831 | ... | 6 | 692 | 2,610 | 1,490 | 734 | 2,313 |
| 1893 | 1,797 | 834 | 125 | 862 | 174 | 6 | 741 | 2,610 | 1,490 | 734 | 2,355 |
| 1894 | 1,848 | 835 | 125 | 861 | 354 | 6 | 796 | 2,612 | 1,490 | 734 | 2,445 |
| 1895 | 1,884 | 836 | 125 | 861 | 427 | 8 | 797 | 2,660 | 1,490 | 922 | 2,445 |
| 1896 | 1,884 | 837 | 125 | 861 | 512 | 8 | 847 | 2,897 | 1,491 | 922 | 2,505 |
| 1897 | 1,889 | 840 | 125 | 861 | 547 | 8 | 892 | 3,400 | 1,491 | 922 | 2,585 |
| 1898 | 1,897 | 883 | 125 | 1,067 | 727 | 8 | 1,030 | 3,400 | 1,491 | 970 | 2,622 |
| 1899 | 1,974 | 944 | 125 | 1,190 | 803 | 8 | 1,030 | 3,550 | 1,491 | 1,238 | 2,738 |
| 1900 | 2,104 | 989 | 125 | 1,283 | 808 | 8 | 1,149 | 3,608 | 1,561 | 1,239 | 2,764 |

# DIX 4.

## Appendix 4
Mileage open yearly

*administration and during the Viceroyalty of each Governor General.*

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to the code letters used to express railway systems.

| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | Class No. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| N. G. S. | M. | B. D. | D. S. | A. B. | D. | B. & N. W. | R. & K. | J. B. | U. C. | B. G. J. P. | Calendar Year. |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1853 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1854 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1855 |
| ... | 65 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1856 |
| ... | 80 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1857 |
| ... | 95 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1858 |
| ... | 95 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1859 |
| ... | 136 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1860 |
| ... | 296 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1861 |
| ... | 447 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1862 |
| ... | 447 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1863 |
| ... | 569 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1864 |
| ... | 609 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1865 |
| ... | 643 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1866 |
| ... | 643 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1867 |
| ... | 676 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1868 |
| ... | 705 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1869 |
| ... | 781 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1870 |
| ... | 830 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1871 |
| ... | 830 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1872 |
| ... | 858 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1873 |
| 121 | 858 | ... | ... | ... | ... | 53 | ... | ... | ... | ... | 1874 |
| 121 | 858 | ... | ... | ... | ... | 43 | ... | ... | ... | ... | 1875 |
| 121 | 858 | ... | ... | ... | ... | 43 | ... | ... | ... | ... | 1876 |
| 121 | 858 | ... | ... | ... | ... | 78 | ... | ... | ... | ... | 1877 |
| 121 | 858 | ... | ... | ... | ... | 85 | ... | ... | ... | ... | 1878 |
| 121 | 858 | ... | ... | ... | ... | 85 | ... | ... | ... | ... | 1879 |
| 121 | 858 | ... | ... | ... | ... | 85 | ... | ... | ... | 105 | 1880 |
| 121 | 858 | ... | ... | ... | ... | 85 | ... | ... | ... | 192 | 1881 |
| 121 | 861 | ... | 15 | ... | 4 | 85 | ... | 18 | ... | 192 | 1882 |
| 121 | 861 | ... | 38 | ... | 5 | 193 | ... | 18 | ... | 193 | 1883 |
| 121 | 861 | ... | 69 | ... | 5 | 301 | 90 | 44 | ... | 193 | 1884 |
| 121 | 861 | ... | 77 | ... | 4 | 529 | 90 | 64 | ... | 193 | 1885 |
| 204 | 859 | ... | 77 | ... | 5 | 622 | 146 | 64 | ... | 193 | 1886 |
| 205 | 827 | ... | 77 | ... | 5 | 635 | 196 | 124 | ... | 193 | 1887 |
| 306 | 838 | ... | 77 | ... | 5 | 649 | 195 | 124 | ... | 209 | 1888 |
| 351 | 839 | ... | 77 | ... | 5 | 649 | 195 | 124 | ... | 332 | 1889 |
| 354 | 839 | ... | 77 | ... | 5 | 699 | 195 | 124 | ... | 333 | 1890 |
| 351 | 839 | ... | 77 | ... | 5 | 739 | 252 | 291 | ... | 333 | 1891 |
| 354 | 839 | ... | 77 | ... | 5 | 756 | 252 | 364 | ... | 333 | 1892 |
| 445 | 839 | 32 | 77 | ... | 5 | 756 | 276 | 364 | ... | 380 | 1893 |
| 353 | 849 | 36 | 77 | ... | 5 | 756 | 285 | 364 | ... | 380 | 1894 |
| 353 | 849 | 36 | 77 | 129 | 5 | 756 | 285 | 364 | 60 | 380 | 1895 |
| 353 | 849 | 36 | 77 | 286 | 5 | 820 | 285 | 364 | 60 | 380 | 1896 |
| 353 | 849 | 36 | 87 | 361 | 5 | 827 | 285 | 364 | 60 | 434 | 1897 |
| 351 | 849 | 36 | 85 | 379 | 5 | 928 | 285 | 406 | 61 | 455 | 1898 |
| 505 | 870 | 36 | 85 | 432 | 5 | 1,103 | 285 | 475 | 67 | 455 | 1899 |
| 736 | 871 | 102 | 85 | 436 | 5 | 1,224 | 285 | 609 | 67 | 455 | 1900 |

*P. T. O.*

## Appendix 4.
Mileage open yearly.

## APPEN

*Railway mileage open for traffic year by year under each railway*

(Referred to in para

*N.B.*—A reference to Appendix 2 will furnish the key

| Class: No. | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Calendar Year. | S. M. | W. I. P. | S. I. | B. | M. R. W. | B. L. | B. P. | R. K. L. | T. B. | C. C. | D. H. |
| 1853 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1854 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1855 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1856 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1857 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1858 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1859 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1860 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1861 | ... | ... | 48 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1862 | ... | ... | 82 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1863 | ... | ... | 82 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1864 | ... | ... | 82 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1865 | ... | ... | 99 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1866 | ... | ... | 144 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1867 | ... | ... | 160 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1868 | ... | ... | 184 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1869 | ... | ... | 184 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1870 | ... | ... | 184 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1871 | ... | ... | 184 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1872 | ... | ... | 184 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1873 | ... | ... | 184 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1874 | ... | ... | 184 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1875 | ... | ... | 280 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1876 | ... | ... | 473 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1877 | ... | ... | 598 | 161 | ... | ... | ... | ... | ... | ... | ... |
| 1878 | ... | ... | 611 | 161 | ... | ... | ... | ... | ... | ... | ... |
| 1879 | ... | ... | 639 | 161 | ... | ... | ... | ... | ... | ... | ... |
| 1880 | ... | ... | 653 | 167 | ... | ... | ... | ... | ... | ... | 30 |
| 1881 | 58 | ... | 661 | 167 | ... | ... | ... | ... | ... | ... | 49 |
| 1882 | 86 | ... | 661 | 167 | ... | ... | ... | ... | ... | ... | 50 |
| 1883 | 87 | ... | 662 | 167 | ... | ... | ... | ... | ... | ... | 50 |
| 1884 | 354 | ... | 662 | 260 | ... | ... | ... | ... | ... | ... | 51 |
| 1885 | 455 | ... | 662 | 333 | ... | ... | ... | ... | ... | ... | 51 |
| 1886 | 618 | ... | 662 | 333 | 51 | ... | ... | ... | ... | 7 | 51 |
| 1887 | 989 | 41 | 745 | 333 | 68 | ... | ... | ... | ... | 7 | 51 |
| 1888 | 993 | 51 | 745 | 441 | 68 | ... | ... | ... | ... | 7 | 51 |
| 1889 | 1,274 | 51 | 745 | 553 | 68 | ... | ... | ... | ... | 7 | 51 |
| 1890 | 1,339 | 51 | 787 | 556 | 94 | ... | ... | ... | ... | 7 | 51 |
| 1891 | 1,384 | 51 | 909 | 617 | 94 | ... | ... | ... | ... | 8 | 51 |
| 1892 | 1,467 | 51 | 1,050 | 717 | 94 | ... | ... | ... | ... | 8 | 51 |
| 1893 | 1,555 | 51 | 1,049 | 730 | 94 | ... | ... | ... | ... | 8 | 51 |
| 1894 | 1,553 | 51 | 1,103 | 745 | 94 | ... | 12 | ... | ... | 8 | 51 |
| 1895 | 1,553 | 51 | 1,103 | 834 | 94 | ... | 31 | ... | ... | 8 | 51 |
| 1896 | 1,553 | 51 | 1,103 | 886 | 94 | ... | 31 | ... | ... | 8 | 51 |
| 1897 | 1,553 | 51 | 1,103 | 887 | 94 | 22 | 31 | ... | ... | 8 | 51 |
| 1898 | 1,553 | 51 | 1,094 | 930 | 94 | 22 | 31 | ... | 20 | 8 | 51 |
| 1899 | 1,592 | 51 | 1,107 | 993 | 94 | 22 | 31 | 20 | 20 | 8 | 51 |
| 1900 | 1,592 | 51 | 1,110 | 1,124 | 94 | 22 | 31 | 20 | 20 | * | 51 |

* Closed for traffic from the

DIX 4—*concld.*

*administration and during the Viceroyalty of each Governor General*—concld.

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to the code letters used to express railway systems.

| 33. | 34 | 35 | Total actual mileage opened during the year. | Deduct corrections, abandonments, etc. of mileage. | Net mileage open during the year. | Total mileage open for traffic at close of the year. | Viceroys. | Steam Tramways. | | | | | Class: No. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| H. A. | H S. | J. | | | | | | 36 (*a*) Powayan. | 36 (*b*) Thatôn-Duyinzaik | 36 (*c*) Dandot. | Total tramways opened during the year. | Total tramways opened at close of the year. | Calendar Year. |
| ... | ... | ... | 20 | ... | 20 | 20 | Marquis of Dalhousie. | ... | ... | ... | ... | ... | 1853 |
| ... | ... | ... | 50 | +1 | 51 | 71 | | ... | ... | ... | ... | ... | 1854 |
| ... | ... | ... | 99 | −1 | 98 | 169 | | ... | ... | ... | ... | ... | 1855 |
| ... | ... | ... | 103 | ... | 103 | 272 | Earl Canning | ... | ... | ... | ... | ... | 1856 |
| ... | ... | ... | 15 | ... | 15 | 287 | | ... | ... | ... | ... | ... | 1857 |
| ... | ... | ... | 140 | ... | 140 | 427 | | ... | ... | ... | ... | ... | 1858 |
| ... | ... | ... | 198 | ... | 198 | 625 | | ... | ... | ... | ... | ... | 1859 |
| ... | ... | ... | 212 | +1 | 213 | 838 | | ... | ... | ... | ... | ... | 1860 |
| ... | ... | ... | 748 | +1 | 749 | 1,587 | | ... | ... | ... | ... | ... | 1861 |
| ... | ... | ... | 746 | ... | 746 | 2,333 | Earl of Elgin | ... | ... | ... | ... | ... | 1862 |
| ... | ... | ... | 174 | ... | 174 | 2,507 | | ... | ... | ... | ... | ... | 1863 |
| ... | ... | ... | 451 | ... | 451 | 2,958 | Lord Lawrence | ... | ... | ... | ... | ... | 1864 |
| ... | ... | ... | 405 | ... | 405 | 3,363 | | ... | ... | ... | ... | ... | 1865 |
| ... | ... | ... | 200 | ... | 200 | 3,563 | | ... | ... | ... | ... | ... | 1866 |
| ... | ... | ... | 367 | −1 | 366 | 3,929 | | ... | ... | ... | ... | ... | 1867 |
| ... | ... | ... | 78 | +1 | 79 | 4,008 | | ... | ... | ... | ... | ... | 1868 |
| ... | ... | ... | 248 | −1 | 247 | 4,255 | Earl of Mayo | ... | ... | ... | ... | ... | 1869 |
| ... | ... | ... | 516 | ... | 516 | 4,771 | | ... | ... | ... | ... | ... | 1870 |
| ... | ... | ... | 302 | +1 | 303 | 5,074 | | ... | ... | ... | ... | ... | 1871 |
| ... | ... | ... | 303 | −8 | 295 | 5,369 | Lord Northbrook | ... | ... | ... | ... | ... | 1872 |
| ... | ... | ... | 327 | +1 | 328 | 5,697 | | ... | ... | ... | ... | ... | 1873 |
| ... | ... | ... | 477 | +52 | 529 | 6,226 | | ... | ... | ... | ... | ... | 1874 |
| ... | ... | ... | 368 | −51 | 317 | 6,543 | | ... | ... | ... | ... | ... | 1875 |
| ... | ... | ... | 319 | ... | 319 | 6,862 | Lord Lytton | ... | ... | ... | ... | ... | 1876 |
| ... | ... | ... | 460 | ... | 460 | 7,322 | | ... | ... | ... | ... | ... | 1877 |
| ... | ... | ... | 900 | +1 | 901 | 8,223 | | ... | ... | ... | ... | ... | 1878 |
| ... | ... | ... | 269 | +6 | 275 | 8,498 | | ... | ... | ... | ... | ... | 1879 |
| ... | ... | ... | 668 | ... | 668 | 9,166 | | ... | ... | ... | ... | ... | 1880 |
| ... | ... | ... | 728 | ... | 728 | 9,894 | Marquis of Ripon | ... | ... | ... | ... | ... | 1881 |
| ... | ... | ... | 252 | +7 | 259 | 10,153 | | ... | ... | ... | ... | ... | 1882 |
| ... | ... | ... | 359 | −50 | 309 | 10,462 | | ... | ... | ... | ... | ... | 1883 |
| ... | ... | 12 | 1,190 | −17 | 1,173 | 11,635 | | ... | ... | ... | ... | ... | 1884 |
| ... | ... | 29 | 643 | +1 | 644 | 12,279 | Earl of Dufferin and Ava. | ... | 8 | ... | 8 | 8 | 1885 |
| ... | ... | 27 | 643 | −34 | 609 | 12,888 | | ... | 8 | ... | ... | 8 | 1886 |
| ... | ... | 31 | 1,214 | −1 | 1,213 | 14,101 | | ... | 8 | ... | ... | 8 | 1887 |
| ... | ... | 31 | 482 | −11 | 471 | 14,572 | | ... | 8 | ... | ... | 8 | 1888 |
| ... | ... | 28 | 1,326 | −16 | 1,310 | 15,882 | Marquis of Lansdowne. | ... | 8 | 2 | 2 | 10 | 1889 |
| ... | ... | 28 | 498 | ... | 498 | 16,380 | | 17 | 8 | 2 | 17 | 27 | 1890 |
| ... | ... | 28 | 983 | −90 | 893 | 17,273 | | 31 | 8 | 2 | 14 | 41 | 1891 |
| ... | ... | 28 | 577 | +3 | 580 | 17,853 | | 31 | 8 | 2 | ... | 41 | 1892 |
| ... | ... | 28 | 615 | ... | 615 | 18,468 | | 31 | 8 | 3 | 1 | 42 | 1893 |
| ... | ... | 28 | 401 | −13 | 388 | 18,856 | Earl of Elgin | 39 | 8 | 3 | 8 | 50 | 1894 |
| ... | ... | 28 | 656 | −10 | 646 | 19,502 | | 30 | 8 | 6 | 3 | 53 | 1895 |
| ... | ... | 28 | 706 | +1 | 707 | 20,209 | | 39 | 8 | 6 | ... | 53 | 1896 |
| 14 | 17 | 28 | 845 | +16 | 861 | 21,070 | | 39 | 8 | 6 | ... | 53 | 1897 |
| 28 | 19 | 28 | 898 | +27 | 925 | 21,995 | | 39 | 8 | 6 | ... | 53 | 1898 |
| 29 | 20 | 28 | 1,484 | −4 | 1,480 | 23,475 | Lord Curzon | 39 | 8 | 6 | ... | 53 | 1899 |
| 29 | 20 | 30 | 1,237 | −5 | 1,232 | 24,707 | | 39 | 8 | 6 | ... | 53 | 1900 |

25th March 1900, and subsequently abandoned,

Appendix 5.
Miles in construction.

# APPENDIX 5.

## *Mileage under construction or sanctioned at the close of the Calendar year 1900.*

(Referred to in paragraph 11 of Report.)

*Note.*—Railways opened since close of year are shown in Appendix 3.

| Classification No. | | Railway administration by which being constructed. | Name of owning railway. | Section of line the construction of which has been sanctioned. | Date construction was sanctioned. | Mileage sanctioned and still remaining to be constructed. | | | | | | | | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Mileage sanctioned to be constructed. | | | | Total sanctioned for construction by the railway administration. | | | | |
| Main. | Sub. | | | | | 5′ 6″ | 3′ 3⅜″ | 2′ 6″ | 2′ 0″ | 5′ 6″ | 3′ 3⅜″ | 2′ 6″ | 2′ 0″ | |
| | | | | Barun to Daltonganj, including the colliery branch. | 16th May 1897 | 78·32 | ... | ... | ... | | | | | Work commenced but stopped for want of funds. |
| 1 | (a) | East Indian | East Indian | Shikohabad to Farukhabad. | 13th January 1898. | 65·82 | ... | ... | ... | | | | | Not commenced. |
| | | | | Sitarampur to Domohani. | 13th January 1899. | 6·99 | ... | ... | ... | | | | | Work commenced. |
| | (e) | | Rewah State | Rewah to Sutna | 18th May 1897 | ... | ... | 31·81 | ... | | | | | Not commenced. |
| | (f) | | Kalka-Simla* | Kalka to Simla | 29th June 1898 | ... | ... | ... | 58·00 | 151·13 | ... | 31·81 | 58·00 | Work commenced. |
| 2 | (a) | | Eastern Bengal State. | Panchooria to the Ganges. | 12th December 1896. | 6·00 | ... | ... | ... | | | | | Constructed but not opened. |
| | | Eastern Bengal State. | Ditto | Teesta bridge and approaches. | 15th July 1897 | ... | 4·87 | | | | | | | Since opened. |
| | (b) | | | Teesta to Dhubri | 13th September 1899. | ... | 38·83† | ... | ... | | | | | Work commenced. |
| | | | | Raja Bhat Khawa to Jainti. | 20th December 1897. | ... | ... | 9·18 | ... | 6·00 | 43·70 | 9·18 | ... | Since opened. |
| 3 | (a) | Bengal Central | Bengal Central | Dum Dum Cantonment to Pattipooker. | 2nd July 1899 | 2·68 | ... | ... | ... | 2·68 | ... | ... | ... | Work commenced. |
| | | | | Santragachi to Shalimar. | 21st August 1895. | 3·60 | ... | ... | ... | | | | | Since opened. |
| 4 | (a) | Bengal-Nagpur | Bengal-Nagpur | Right bank of the Cossye river to Midnapore. | 30th December 1898. | 1·50 | ... | ... | ... | | | | | Work commenced |
| | | | | Midnapore to Bujudih. | 1st June 1899 | 114·77 | ... | ... | ... | 119·27 | ... | ... | ... | Not commenced. |
| 8 | (a) | | North Western State. | Peshawar to Jamrud. | 30th August 1899. | 11·13 | ... | ... | ... | | | | | Since opened. |
| | | | | Hyderabad to Rahoki. | ... | 6·04 | ... | ... | ... | | | | | Since opened. |
| | (b) | | Southern Punjab | Entrance into Delhi station. | 21st August 1895. | 0·79 | ... | ... | ... | | | | | Not commenced. |
| | (f) | North Western State. | Nowshera-Durgai | Nowshera to Durgai. | 15th May 1899 | ... | ... | 40·44 | ... | | | | | Since opened. |
| | (g) | | Ludhiana-Dhuri-Jakhal. | Ludhiana to Jakhal. | 6th October 1899. | 79·61 | ... | ... | ... | | | | | Since opened. |
| | (h) | | Khusalgarh-Kohat-Thal. | Khusalgarh to Thal. | 31st October 1900. | ... | ... | 88·12 | ... | 97·57 | ... | 128·56 | ... | Work commenced. |
| | | Not settled | Agra-Delhi Chord | Agra to Delhi | 15th September 1898. | 121·16 | ... | ... | ... | 121·16 | ... | ... | ... | Not commenced. |
| 10 | (l) | | Petlad-Cambay | Petlad to Cambay | 4th July 1899 | 20·75 | ... | ... | ... | | | | | Work commenced. |
| | (m) | Bombay, Baroda and Central India. | Jaipur State | Sanganer to Siwai Madhopur. | 2nd December 1897. | ... | 72·85 | ... | ... | | | | | Work commenced. |
| | (n) | | Vijapur-Kalol | Vijapur to Kalol. | 23rd May 1899 | ... | 29·60 | ... | ... | 20·75 | 102·45 | ... | ... | Work commenced. |
| 12 | (a) | Madras | Madras | Calicut to Azhikal | 6th May 1897 | 59·75 | ... | ... | ... | | | | | Work commenced. |
| | (d) | | Shoranur-Cochin | Shoranur to Cochin. | 23rd February 1899. | ... | 64·68 | ... | ... | 59·75 | 64·68 | ... | ... | Work commenced. |
| | | | | | | | | Carried over... | | 578·31 | 210·83 | 169·55 | 58·00 | |

* The Kalka-Simla railway is actually being constructed by the Kalka-Simla Railway Company.

† Excluding the section of the Kaunia-Dharlla line from Teesta to Moghal Hat (2′ 6″ gauge, 12·23 miles) which was converted to the 3′ 3⅜″ gauge and opened on the 1st April 1901.

# APPENDIX 5—*concld.*



## *Mileage under construction or sanctioned at the close of the Calendar year 1900.*

(Referred to in paragraph 11 of Report).

*Note.*—Railways opened since close of year are shown in Appendix 3.

| Classification No. | | Railway administration by which being constructed. | Name of owning railway. | Section of line the construction of which has been sanctioned. | Date construction was sanctioned. | Mileage sanctioned and still remaining to be constructed. | | | | Total sanctioned for construction by the railway administration. | | | | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Mileage sanctioned to be constructed. | | | | | | | | |
| Main. | Sub. | | | | | 5′ 6″ | 3′ 3⅜″ | 2′ 6″ | 2′ 0″ | 5′ 6″ | 3′ 3⅜″ | 2′ 6″ | 2′ 0″ | |
| | | | | | Brought forward | | | | | 578·31 | 210·88 | 169·55 | 58·00 | |
| 13 | (b) | Bengal Dooars | Bengal Dooars extensions. | Mal to Hantupara | 2nd March 1898. | ... | 44·00 | ... | ... | | | | | Portion since opened. |
| | | | | Dam Dim to Bagrakote. | 2nd March 1898. | ... | 6·56 | ... | ... | ... | 50·56 | ... | ... | Work commenced. |
| 15 | (a) | Assam-Bengal | Assam-Bengal | Damchara to Tinsukia. | 28th May 1891 | ... | 308·19 | ... | ... | ... | 308·19 | ... | ... | Portion since opened. |
| 17 | (a) | Bengal and North-Western | Bengal and North-Western. | Azamgarh to Shahganj. | 18th May 1897 | ... | 33·00 | ... | ... | | | | | Not commenced. |
| | (b) | | Tirhoot State | Thanah-Bihpur to Katihár | ... | ... | 44·47 | ... | ... | | | | | Since opened. |
| | | | | Sakri to Jainagar | 1st June 1899 | ... | 30 47 | ... | ... | ... | 107·94 | .... | ... | Not commenced. |
| 19 | (b) | Jodhpur-Bikaner | Bikaner State | Dulmera o Lankaransa | 27th January 1898. | ... | 8·21 | ... | ... | | | | | Since opened. |
| | | | | Lankaransar to Suratgarh. | 9th February 1899. | ... | 63·53 | .... | ... | | | | | Since opened. |
| | | | | Suratgarh to Bhátinda. | 15th July 1899 | ... | 38·00 | ... | ... | ... | 159·74 | ... | ... | Work commenced. |
| 24 | (a) | South Indian | South Indian | Madura to Toni Torai. | 21st April 1899 | ... | 91·33 | ... | ... | | | | | Work commenced. |
| | | | | Matunandal to Sivagunga. | 21st April 1899 | ... | 9·00 | ... | ... | | | | | Work commenced. |
| | | | | Tinnevelly-Quilon (Travancore) branch (British section). | 21st April 1899 | ... | 46·47 | ... | ... | | | | | Work commenced. |
| | (b) | | Máyavaram-Mutupet. | Mutupet to Arantangi. | 15th November 1900. | ... | *51·01 | ... | ... | | | | | Work commenced. |
| | (c) | | Travancore State | Tinnevelly-Quilon (Travancore) branch (Native state section) | 21st April 1899 | ... | 56·86 | ... | ... | ... | 254·67 | ... | ... | Work commenced. |
| 25 | (a) | Burma | Burma | Nawnghkio to the right bank of the Salween river. | 16th October 1895. | ... | 149·79 | ... | .. | | | | | Work commenced. |
| | | | | Letpadan to Bassein. | 7th September 1899. | ... | 119·01 | ... | ... | ... | 268·80 | ... | ... | Work commenced. |
| 27 | (a) | Bársi Light | Bársi Light | Bársi Junction to Pandharpur. | 6th January 1898. | ... | ... | 33·16 | ... | | | | | Not commenced. |
| | | | | Barsi Town to Tadwala. | 29th November 1900. | ... | ... | 28·00 | ... | ... | ... | 61·16 | ... | Not commenced. |
| | | Total mileage sanctioned and still remaining to be constructed on 31st December 1900 ... | | | | | | | | 578·31 | 1,360·73 | 230·71 | 58·00 | |
| | | STEAM TRAMWAYS. | | | | | | | | | | | | |
| 36 | (d) | Madura District Board. | Madura District Board. | Ammayanayakkanur to Kotagudi. | 30th May 1899 | ... | ... | 55 00 | ... | | | | | Work commenced. |
| | | | | Periyakulam to Krishna-Manaik's tope. | 30th May 1899 | ... | ... | 5·00 | ... | | | | | Work commenced. |
| | | | | Theni to Karuvanath. | 30th May 1899 | ... | ... | 33·00 | ... | ... | ... | 93·00 | ... | Work commenced. |
| | (e) | Parlakimedi | Parlakimedi | Naupada to Parlakimedi. | 28th April 1899 | ... | ... | 25·00 | ... | ... | ... | 25 00 | ... | Since opened. |
| | | Total mileage sanctioned and still remaining to be constructed on 31st December 1900 | | | | | | | | ... | ... | 118·00 | ... | |

* Including salt sidings and quarry branch.

## Appendix 6.
Weekly earnings.

# APPEN

*Gross earnings (average) of individual*
*and*
*Proportion of working expenses*

(Referred to in paragraph

*N. B.*—(1) When figures cease to be shown under any railway it is to be understood that such
(2)—This appendix excludes steam-boat

I

EAST INDIAN RAILWAY SYSTEM.

| Railway. | (a) East Indian. | | | | | | | | (b) Delhi-Umballa-Kalka, 5′ 6″. | | (c) South Behar, 5′ 6″. | | (d) Tarkessur, 5′ 6″. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | East Indian, 5′ 6″. | | Patna-Gya, 5′ 6″. | | Nalhati, 4′ 0″. * | | Dildarnagar-Ghazipur, 5′ 6″. | | | | | | | |
| Calendar year. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. |
| 1853 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1854 | 131 | 62·18 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1855 | 108 | 51·97 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1856 | 167 | 40·62 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1857 | 232 | 38·12 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1858 | 279 | 46·43 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1859 | 253 | 44·77 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1860 | 231 | 48 36 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1861 | 240 | 46·49 | ... | ... | ... | ... | ... | ... | ... | .. | ... | ... | ... | ... |
| 1862 | 192 | 53·81 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1863 | 222 | 55·01 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1864 | 253 | 50·79 | ... | ... | 36 | 48·88 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1865 | 311 | 44·82 | ... | ... | 41 | 63 28 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1866 | 374 | 44 24 | ... | ... | 36 | 105·15 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1867 | 369 | 48·91 | ... | ... | 45 | 68·81 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1868 | 346 | 44·88 | ... | ... | 57 | 83·60 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1869 | 399 | 44·42 | ... | ... | 60 | 59 64 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1870 | 424 | 43·68 | ... | ... | 60 | 48 77 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1871 | 338 | 43·36 | ... | ... | 55 | 58·07 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1872 | 368 | 41·44 | ... | ... | 53 | 57·14 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1873 | 382 | 38·75 | ... | ... | 60 | 60·06 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1874 | 474 | 35·70 | ... | ... | 61 | 67·22 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1875 | 374 | 39·58 | ... | ... | 57 | 76·42 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1876 | 452 | 35·08 | ... | ... | 54 | 111·15 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1877 | 565 | 31·69 | ... | ... | 64 | 100·47 | ... | ... | ... | ... | ... | ... | ... | ... |
| 18,8 | 507 | 35·63 | ... | ... | 64 | 79·41 | ... | ... | ... | .. | ... | ... | ... | ... |
| 1879 | 552 | 32·81 | 121 | 55·84 | 65 | 67·56 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1880 | 549 | 32·98 | 162 | 50·13 | 49 | 105·33 | 56 | 128·33 | ... | ... | ... | ... | ... | ... |
| 1881 | 578 | 31·81 | 173 | 65·11 | 47 | 79·20 | 63 | 99·52 | ... | ... | ... | ... | ... | ... |
| 1882 | 601 | 36·96 | 184 | 60·51 | 51 | 73·05 | 73 | 85·24 | ... | ... | ... | ... | ... | ... |
| 1883 | 630 | 36·91 | 158 | 51·93 | 57 | 69·63 | 80 | 49·87 | ... | ... | ... | ... | ... | ... |
| 1884 | 558 | 37·58 | 174 | 57 48 | 55 | 90·84 | 75 | 58 37 | ... | ... | ... | ... | ... | ... |
| 1885 | 589 | 35·22 | 174 | 52 52 | 54 | 82·08 | 75 | 52·28 | ... | ... | ... | ... | 227 | 52·57 |
| 1886 | 591 | 34·58 | 180 | 52 01 | 59 | 85·29 | 76 | 52·05 | ... | ... | ... | ... | 215 | 52·15 |
| 1887 | 583 | 31·42 | 178 | 46·53 | 65 | 70·57 | 77 | 46·45 | ... | ... | ... | ... | 228 | 49·86 |
| 1888 | 567 | 33 12 | 168 | 47 97 | 74 | 78 39 | 74 | 91·13 | ... | ... | ... | ... | 242 | 51·10 |
| 1889 | 557 | 34·49 | 175 | 48·70 | 73 | 78 18 | ... | ... | ... | ... | ... | ... | 246 | 55·51 |
| 1890 | 538 | 31·21 | 174 | 45·80 | 71 | 78·01 | ... | ... | ... | ... | ... | ... | 248 | 49·64 |
| 1891 | 615 | 27·12 | 204 | 42·76 | 66 | 62·97 | ... | ... | 128 | 48·00 | ... | ... | 264 | 46·42 |
| 1892 | 587 | 27 89 | 193 | 42·94 | ... | ... | ... | ... | 129 | 48·00 | ... | ... | 254 | 47·28 |
| 1893 | 584 | 27·36 | ... | .. | ... | ... | ... | ... | 143 | 48·00 | ... | ... | 245 | 46·86 |
| 1894 | 604 | 30 77 | ... | ... | ... | ... | ... | ... | 159 | 48 00 | ... | ... | 265 | 48·96 |
| 1895 | 603 | 30·92 | ... | ... | ... | .. | ... | ... | 174 | 48·00 | ... | ... | 267 | 48·37 |
| 1896 | 597 | 31·77 | ... | ... | ... | ... | ... | ... | 158 | 48·00 | ... | ... | 271 | 49 88 |
| 1897 | 649 | 29·29 | ... | ... | ... | ... | ... | ... | 186 | 48·ao | ... | ... | 270 | 48·01 |
| 1898 | 658 | 31·61 | ... | ... | ... | ... | ... | ... | 191 | 48 00 | ... | ... | 272 | 49·54 |
| 1899 | 697 | 32·71 | ... | ... | ... | ... | ... | ... | 172 | 48 00 | 101 | 35·00 | 267 | 50·58 |
| 1900 | 708 | 34·31 | ... | ... | ... | ... | ... | ... | 169 | 48·00 | 114 | 35·00 | 288 | 51·61 |

* Converted to 5′ 6″ gauge in 1892.

DIX 6.

Appendix 6.
Weekly earnings.

*railways per mile per week*

*to gross earnings.*

14 of Report.)

railway has been amalgamated with the system by which it has been worked.

earnings and expenses..

2

EASTERN BENGAL STATE RAILWAY SYSTEM.

| (a) Eastern and Southern sections. | | | | (b) Northern, Behar and Dacca sections. | | | | | | | | (c) | | (d) | | (e) | | Railway. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Eastern and Southern sections. 5′ 6″. | | Calcutta and South Eastern section 5′ 6″. | | Northern Bengal State, 3′ 3½″. | | Kaunia-Dharila, 2′ 6″. | | Northern and Behar sections 3′ 3½″ gauge, including Kaunia-Dharila and Santbrabari ext. 2′ 6″ gauge. | | Dacca section, 3′ 3½″. | | Brahmaputra-Sultanpur 3′ 3½″. | | Mymensingh-Jamálpur-Jagannathganj, 3′ 3½″. | | Cooch Behar, 2′ 6″. | | |
| Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Calendar year. |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1853 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1854 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1855 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1856 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1857 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1858 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1859 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1860 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1861 |
| 94 | 55·59 | 36 | 128 39 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1862 |
| 149 | 48 43 | 38 | 131·07 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1863 |
| 175 | 53·67 | 53 | 137·03 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1864 |
| 233 | 48·98 | 75 | 114 32 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1865 |
| 243 | 51·05 | 79 | 118 59 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1866 |
| 279 | 48·71 | 64 | 133 66 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1867 |
| 308 | 46·33 | 60 | 173·12 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1868 |
| 313 | 50·29 | 55 | 145·54 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1869 |
| 335 | 55·69 | 55 | 104·68 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1870 |
| 270 | 56·01 | 40 | 90·82 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1871 |
| 344 | 66·60 | 40 | 92·07 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1872 |
| 377 | 49·08 | 70 | 102·56 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1873 |
| 433 | 52·18 | 68 | 78·35 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1874 |
| 356 | 62·16 | 71 | 80·48 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1875 |
| 401 | 43·66 | 68 | 108·62 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1876 |
| 529 | 39·43 | 79 | 81·74 | 20 | 140·29 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1877 |
| 512 | 41·46 | 83 | 75·08 | 81 | 71·06 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1878 |
| 494 | 43·79 | 92 | 66·44 | 101 | 91·94 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1879 |
| 540 | 42 85 | 98 | 71·32 | 114 | 58·95 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1880 |
| 621 | 39·35 | 104 | 66·43 | 137 | 51·14 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1881 |
| 611 | 38·69 | 130 | 97·42 | 160 | 49·02 | 25 | 92·97 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1882 |
| 466 | 45·62 | 109 | 51·97 | 169 | 47·91 | 33 | 81·49 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1883 |
| * | * | * | * | 156 | 68·60 | 39 | 78·26 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1884 |
| 380 | 59·05 | † | † | 153 | 68·86 | 31 | 107·29 | ... | ... | 47 | 141·12 | ... | ... | ... | ... | ... | ... | 1885 |
| 403 | 61·53 | ... | ... | 189 | 51·40 | 29 | 122·87 | ... | ... | 56 | 111·47 | ... | ... | ... | ... | ... | ... | 1886 |
| 268 | 51·61 | ... | ... | ‡ | ‡ | ‡ | ‡ | ... | ... | ‡ | ‡ | ... | ... | ... | ... | ... | ... | 1887 |
| 546 | 43·84 | ... | ... | ... | ... | ... | ... | 143 | 49·63 | § | § | ... | ... | ... | ... | ... | ... | 1888 |
| 563 | 39·23 | ... | ... | ... | ... | ... | ... | 147 | 47·76 | § | § | ... | ... | ... | ... | ... | ... | 1889 |
| 521 | 42·43 | ... | ... | ... | ... | ... | ... | 153 | 48·92 | § | § | ... | ... | ... | ... | ... | ... | 1890 |
| 562 | 41·63 | ... | ... | ... | ... | ... | ... | 181 | 50·69 | 93 | 62·10 | ... | ... | ... | ... | ... | ... | 1891 |
| 562 | 41·41 | ... | ... | ... | ... | ... | ... | 165 | 43·50 | 85 | 64·40 | ... | ... | ... | ... | ... | ... | 1892 |
| 529 | 40·87 | ... | ... | ... | ... | ... | ... | 182 | 41·77 | 96 | 62·41 | ... | ... | ... | ... | 13 | 188·94 | 1893 |
| 621 | 38 58 | ... | ... | ... | ... | ... | ... | 191 | 35·93 | 112 | 54·46 | ... | ... | ... | ... | 35 | 78·68 | 1894 |
| 649 | 34·61 | ... | ... | ... | ... | ... | ... | 199 | 36·93 | 120 | 51·49 | ... | ... | ... | ... | 46 | 63·89 | 1895 |
| 676 | 39·46 | ... | ... | ... | ... | ... | ... | 212 | 36·65 | 115 | 53·27 | ... | ... | ... | ... | 61 | 45·00 | 1896 |
| 678 | 45·27 | ... | ... | ... | ... | ... | ... | 195 | 39·90 | 114 | 55·92 | ... | ... | ... | ... | 51 | 45·00 | 1897 |
| 652 | 41·68 | ... | ... | ... | ... | ... | ... | 201 | 42·28 | 129 | 51·68 | ... | ... | 27 | 45·00 | 57 | 89·89 | 1898 |
| 649 | 48·91 | ... | ... | ... | ... | ... | ... | 218 | 40·31 | 131 | 55·78 | 38 | 45·00 | 35 | 45·00 | 53 | 47·95 | 1899 |
| 689 | 47·43 | ... | ... | ... | ... | ... | ... | 245 | 38·78 | 146 | 58·83 | 58 | 45·00 | 58 | 45·00 | 50 | 49·42 | 1900 |

* Information not available.
† Included with the Eastern and Southern sections.
‡ Included with the Eastern and Southern sections for this year.
§ Included with the Northern and Behar sections.

P. T. O.

**Appendix 6.**
Weekly earnings.

# APPEN

## *Gross earnings (average) of individual and Proportion of working expenses*

(Referred to in paragraph

*N.B.*—(1) When figures cease to be shown under any railway it is to be understood that such
(2)—This appendix excludes steam-boat

| Railway. | 3 BENGAL CENTRAL 5′ 6″. | | 4 BENGAL-NÁGPUR RAILWAY SYSTEM. Nágpur-Chattisgarh, 3′ 3⅜″. | | Katni-Umaria, 5′ 6″. | | (a) and (b) Bengal-Nágpur 5′ 6″ and 2′ 6″. | | 5 EAST COAST STATE, 5′ 6″. | | 6 CALCUTTA PORT COMMISSIONERS', 5′ 6″. | | 7 OUDH AND ROHILKHAND STATE RAILWAY SYSTEM. (a) Oudh and Rohilkhand State, 5′ 6″. | | (b) Hardwar-Dehra, 5′ 6″. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Calendar year. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. |
| 1853 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1854 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1855 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1856 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1857 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1858 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1859 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1860 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1861 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1862 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1863 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1864 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1865 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1866 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1867 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 74 | 106·97 | ... | ... |
| 1868 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 120 | 64·54 | ... | ... |
| 1869 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 97 | 81·74 | ... | ... |
| 1870 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 112 | 227·93 | ... | ... |
| 1871 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 117 | 69·31 | ... | ... |
| 1872 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 56 | 68·58 | ... | ... |
| 1873 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 56 | 72·91 | ... | ... |
| 1874 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 72 | 64·41 | ... | ... |
| 1875 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 97 | 59·71 | ... | ... |
| 1876 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 120 | 63·93 | ... | ... |
| 1877 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 153 | 52·38 | ... | ... |
| 1878 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 163 | 54·23 | ... | ... |
| 1879 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 153 | 58·11 | ... | ... |
| 1880 | ... | ... | 51 | 79·54 | ... | ... | ... | ... | ... | ... | ... | ... | 157 | 57·25 | ... | ... |
| 1881 | ... | ... | 87 | 76·53 | ... | ... | ... | ... | ... | ... | ... | ... | 173 | 59·91 | ... | ... |
| 1882 | † | † | 114 | 68·70 | ... | ... | ... | ... | ... | ... | ... | ... | 185 | 65·77 | ... | ... |
| 1883 | 64 | 136·50 | 170 | 48·19 | ... | ... | ... | ... | ... | ... | ... | ... | 192 | 54·54 | ... | ... |
| 1884 | 76 | 126·31 | 171 | 57·82 | ... | ... | ... | ... | ... | ... | ... | ... | 182 | 55·90 | ... | ... |
| 1885 | 82 | 98·46 | 183 | 65·12 | ... | ... | ... | ... | ... | ... | ... | ... | 176 | 65·59 | ... | ... |
| 1886 | 87 | 102·70 | 184 | 62·51 | 37 | 104·35 | ... | ... | ... | ... | ... | ... | 184 | 56·02 | ... | ... |
| 1887 | 100 | 101·22 | 177 | 59·09 | 41 | 116·41 | ... | ... | ... | ... | ... | ... | 186 | 52·83 | ... | ... |
| 1888 | 110 | 77·82 | ... | ... | ... | ... | 164 | 67·58 | ... | ... | ... | ... | 197 | 57·38 | ... | ... |
| 1889 | 113 | 59·85 | ... | ... | ... | ... | 131 | 80·98 | ... | ... | † | † | 209 | 44·24 | ... | ... |
| 1890 | 103 | 63·18 | ... | ... | ... | ... | 101 | 80·89 | ... | ... | † | † | 205 | 49·14 | ... | ... |
| 1891 | 125 | 59·62 | ... | ... | ... | ... | 129 | 50·81 | ... | ... | † | † | 238 | 42·29 | ... | ... |
| 1892 | 118 | 59·33 | ... | ... | ... | ... | 141 | 50·55 | ... | ... | 838 | 51·68 | 237 | 41·28 | ... | ... |
| 1893 | 121 | 59·80 | ... | ... | ... | ... | 144 | 49·17 | 68 | 82·52 | 939 | 61·59 | 239 | 42·44 | ... | ... |
| 1894 | 126 | 60·92 | ... | ... | ... | ... | 149 | 51·30 | 98 | 88·64 | 1,000 | 57·31 | 262 | 45·47 | ... | ... |
| 1895 | 146 | 57·90 | ... | ... | ... | ... | 153 | 48·49 | 90 | 78·65 | 874 | 54·29 | 248 | 48·95 | ... | ... |
| 1896 | 144 | 62·85 | ... | ... | ... | ... | 142 | 54·03 | 94 | 74·26 | 995 | 50·33 | 209 | 49·97 | ... | ... |
| 1897 | 175 | 56·98 | ... | ... | ... | ... | 138 | 51·94 | 100 | 67·51 | 887 | 62·21 | 185 | 56·39 | ... | ... |
| 1898 | 158 | 64·08 | ... | ... | ... | ... | 143 | 51·10 | 94 | 75·28 | 966 | 65·07 | 190 | 46·12 | ... | ... |
| 1899 | 158 | 61·23 | ... | ... | ... | ... | 152 | 47·96 | 104 | 64·85 | 1,007 | 56·90 | 208 | 45·45 | ... | ... |
| 1900 | 185 | 58·70 | ... | ... | ... | ... | 207 | 40·56 | 143 | 55·70 | 1,202 | 67·48 | 211 | 51·44 | 115 | 50·60 |

* Converted to 5′ 6″ gauge in 1888.
† Information not available.

## DIX 6—*contd.*



*railways per mile per week*

*to gross earnings.*

14 of Report.)

railway has been amalgamated with the system by which it has been worked.

earnings and expenses.

8

NORTH WESTERN STATE RAILWAY SYSTEM.

| (a) North Western State. | | | | | | | | | | | | | | (b) Southern Punjab, 5′ 6″. | | (c) Rájpura-Bhátinda, 5′ 6″. | | (d) Hyderabad-Shadipalli, 5′ 6″. | | (e) Jammu and Kashmir (Native state section) 5′ 6″. | | Railways. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sind-Punjab and Delhi, 5′ 6″. | | Punjab Northern, 5′ 6″. | | Indus Valley and Kandahar, 5′ 6″. | | Amritsar-Pathankot, 5′ 6″. | | North Western. | | | | | | | | | | | | | | |
| | | | | | | | | Commercial section. | | Military section | | Entire line. | | | | | | | | | | |
| Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Calendar year. |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1853 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1854 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1855 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1856 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1857 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1858 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1859 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1860 |
| 58 | 97·28 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1861 |
| 112 | 79·59 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1862 |
| 171 | 83·04 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1863 |
| 170 | 87·26 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1864 |
| 101 | 82·18 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1865 |
| 146 | 76·15 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1866 |
| 121 | 89·98 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1867 |
| 112 | 95·69 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1868 |
| 117 | 80·70 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1869 |
| 140 | 76·16 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1870 |
| 122 | 99·08 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1871 |
| 134 | 85·77 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1872 |
| 154 | 68·67 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1873 |
| 191 | 55·35 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1874 |
| 161 | 64·08 | 61 | 63·41 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1875 |
| 186 | 67·03 | 101 | 77·27 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1876 |
| 241 | 55·07 | 130 | 86·81 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1877 |
| 234 | 60·51 | 169 | 99·36 | 56 | 123·15 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1878 |
| 317 | 55·58 | 345 | 79·52 | 121 | 80·39 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1879 |
| 352 | 52·47 | 360 | 83·25 | 209 | 70·12 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1880 |
| 285 | 67·88 | 198 | 89·64 | 155 | 78·56 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1881 |
| 285 | 64·80 | 151 | 83·74 | 141 | 69·87 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1882 |
| 296 | 56·08 | 144 | 81·28 | 203 | 54·63 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1883 |
| 290 | 60·85 | 139 | 72·34 | 210 | 48·07 | 67 | 85·78 | ... | ... | ... | ... | ... | ... | ... | ... | 17 | 109·72 | ... | ... | ... | ... | 1884 |
| 373 | 57·27 | 165 | 62·69 | 309 | 39·94 | 84 | 80·28 | ... | ... | ... | ... | ... | ... | ... | ... | 59 | 106·09 | ... | ... | ... | ... | 1885 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 259 | 52·22 | ... | ... | 79 | 78·62 | ... | ... | ... | ... | 1886 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 182 | 71·81 | ... | ... | † | † | ... | ... | ... | ... | 1887 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 202 | 67·22 | ... | ... | † | † | ... | ... | ... | ... | 1888 |
| ... | ... | ... | ... | ... | ... | ... | ... | 294 | 56·31 | 90 | 107·29 | 226 | 63·47 | ... | ... | 74 | 55·00 | ... | ... | ... | ... | 1889 |
| ... | ... | ... | ... | ... | ... | ... | ... | 283 | 54·69 | 88 | 110·31 | 219 | 62·53 | ... | ... | 101 | 55·00 | ... | ... | † | † | 1890 |
| ... | ... | ... | ... | ... | ... | ... | ... | 344 | 54·89 | 88 | 122·40 | 261 | 62·74 | ... | ... | 128 | 55·00 | ... | ... | † | † | 1891 |
| ... | ... | ... | ... | ... | ... | ... | ... | 280 | 55·20 | 70 | 131·42 | 208 | 64·05 | ... | ... | 100 | 55·00 | 29 | 105·87 | † | † | 1892 |
| ... | ... | ... | ... | ... | ... | ... | ... | 313 | 60·06 | 74 | 119·14 | 229 | 66·43 | ... | ... | 122 | 55·00 | 43 | 87·41 | † | † | 1893 |
| ... | ... | ... | ... | ... | ... | ... | ... | 347 | 52·92 | 54 | 123·39 | 253 | 60·17 | ... | ... | 224 | 55·00 | 47 | 75·17 | † | † | 1894 |
| ... | ... | ... | ... | ... | ... | ... | ... | 379 | 46·65 | 77 | 116·39 | 274 | 53·20 | ... | ... | 235 | 55·00 | 55 | 72·28 | † | † | 1895 |
| ... | ... | ... | ... | ... | ... | ... | ... | 292 | 54·61 | 78 | 98·44 | 220 | 59·58 | ... | ... | 178 | 55·00 | 61 | 65·67 | † | † | 1896 |
| ... | ... | ... | ... | ... | ... | ... | ... | 309 | 51·89 | 53 | 94·00 | 221 | 54·35 | 35 | 52·00 | 124 | 55·00 | 67 | 71·04 | † | † | 1897 |
| ... | ... | ... | ... | ... | ... | ... | ... | 401 | 46·44 | 67 | 94·64 | 255 | 50·59 | 67 | 52·00 | 125 | 55·00 | 73 | 68·49 | 58 | 55·50 | 1898 |
| ... | ... | ... | ... | ... | ... | ... | ... | 366 | 52·40 | 60 | 107·61 | 232 | 54·37 | 63 | 52·00 | 122 | 55·00 | 74 | 60·73 | 62 | 55·50 | 1899 |
| ... | ... | ... | ... | ... | ... | ... | ... | 275 | 52·18 | 60 | 107·61 | 201 | 57·84 | 74 | 52·00 | 125 | 55·00 | 65 | 60·72 | 67 | 55·50 | 1900 |

* This line which was originally constructed on the 3′ 3½″ gauge was converted to 5′ 6″ gauge in 1878.
† Included with the North Western State railway.

*P. T. O.*

# Appendix 6.
Weekly earnings.

# APPEN

*Gross earnings (average) of individual*
*and*
*Proportion of working expenses*

(Referred to in paragraph

*N. B.*—(1) When figures cease to be shown under any railway it is to be understood that such
(2)—This appendix excludes steam-boat

GREAT INDIAN PENINSULA RAILWAY SYSTEM.

| Railway. | (a) Great Indian Peninsula, 5′ 6″. | | (b) Dhond-Manmád 5′ 6″. | | (c) Wardha Coal, 5′ 6″. | | (d) Khámgaon, 5′ 6″. | | (e) Amraoti, 5′ 6″. | | (f) Indian Midland. Sindia, 5′ 6″. | | (f) Indian Midland. Indian-Midland, 5′ 6″ | | (g) Bina-Goona-Bárán, 5′ 6″. | | (h) Bhopal-Ujjain, 5′ 6″. | | (i) Bhopal-Itársi. British section, 5′ 6″. | | (i) Bhopal-Itársi. Native state section, 5′ 6″. | | (j) Gwalior Light, 2′ 0″. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Calendar year. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week | Pro: of exp: to earnings. |
| 1853. | 119 | 45·90 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1854. | 88 | 60·81 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1855. | 89 | 70·21 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1856. | 113 | 42·17 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1857. | 158 | 45·27 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1858. | 173 | 42·19 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1859. | 172 | 51·19 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1860. | 144 | 60·97 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1861. | 139 | 76·35 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1862. | 149 | 62·02 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1863. | 175 | 67·55 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1864. | 119 | 72·07 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1865. | 414 | 50·54 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1866. | 357 | 58·07 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1867. | 368 | 55·69 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1868. | 357 | 61·80 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1869. | 348 | 67·79 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1870. | 300 | 62·25 | ... | ... | ... | ... | 31 | 185·29 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1871. | 307 | 63·03 | ... | ... | ... | ... | 56 | 88·90 | 70 | 73·13 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1872. | 284 | 64·25 | ... | ... | ... | ... | 31 | 69·63 | 74 | 88·03 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1873. | 284 | 64·09 | ... | ... | ... | ... | 81 | 88·69 | 77 | 115·01 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1874. | 303 | 59·17 | ... | ... | 23 | 104·95 | 127 | 52·64 | 101 | 96·26 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1875. | 324 | 47·28 | ... | ... | 31 | 106·68 | 174 | 68·55 | 186 | 77·51 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1876. | 369 | 47·60 | ... | ... | 23 | 116·94 | 132 | 72·43 | 212 | 41·55 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1877. | 492 | 48·30 | ... | ... | 67 | 70·25 | 154 | 61·72 | 257 | 34·19 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1878. | 429 | 48·91 | 24 | 131·01 | 54 | 93·04 | 191 | 40·65 | 286 | 43·74 | 54 | 133·30 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1879. | 383 | 59·64 | 62 | 105·92 | 69 | 81·64 | 146 | 100·69 | 224 | 76·86 | 30 | 134·95 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1880. | 372 | 53·49 | 91 | 87·31 | 65 | 52·90 | 98 | 84·44 | 163 | 92·65 | 58 | 88·05 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1881. | 426 | 49·40 | * | * | 197 | 104·35 | * | * | * | * | 81 | 77·35 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1882. | 470 | 48·00 | * | * | 255 | 76·80 | * | * | * | * | 85 | 71·99 | ... | ... | ... | ... | ... | ... | 70† | 81·90† | ... | ... | ... | ... |
| 1883. | 466 | 48·67 | 109 | 76·65 | 126 | 59·80 | 151 | 64·14 | 308 | 53·84 | 87 | 52·82 | ... | ... | ... | ... | ... | ... | 43† | 135·72† | ... | ... | ... | ... |
| 1884. | 502 | 52·31 | 116 | 76·77 | 121 | 64·80 | 113 | 72·16 | 246 | 55·49 | 95 | 53·14 | ... | ... | ... | ... | ... | ... | 49† | 104·13† | ... | ... | ... | ... |
| 1885. | 467 | 50·46 | ... | ... | 108 | 80·66 | ... | ... | ... | ... | 101 | 49·33 | ... | ... | ... | ... | ... | ... | * | * | * | * | ... | ... |
| 1886. | 503 | 46·49 | ... | ... | 114 | 92·23 | ... | ... | ... | ... | 101 | 49·69 | 56 | 82·03 | ... | ... | ... | ... | * | * | * | * | ... | ... |
| 1887. | 511 | 46·84 | ... | ... | 125 | 80·76 | ... | ... | ... | ... | 117 | 46·62 | 81 | 80·63 | ... | ... | ... | ... | * | * | * | * | ... | ... |
| 1888. | 526 | 46·96 | ... | ... | 135 | 74·21 | ... | ... | ... | ... | 95 | 47·74 | 99 | 72·53 | ... | ... | ... | ... | * | * | * | * | ... | ... |
| 1889. | 494 | 51·42 | ... | ... | 142 | 51·24 | ... | ... | ... | ... | ... | ... | 92 | 77·32 | ... | ... | ... | ... | 117 | 106·85 | 117 | 106·85 | ... | ... |
| 1890. | 508 | 49·80 | ... | ... | 140 | 63·46 | ... | ... | ... | ... | ... | ... | 86 | 80·80 | ... | ... | ... | ... | 130 | 118·88 | 130 | 118·88 | ... | ... |
| 1891. | 584 | 48·25 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 115 | 67·51 | ... | ... | ... | ... | 200 | 62·50 | 199 | 62·50 | ... | ... |
| 1892. | 525 | 49·93 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 124 | 61·45 | ... | ... | ... | ... | 226 | 63·16 | 195 | 62·96 | ... | ... |
| 1893. | 501 | 53·57 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 123 | 61·87 | ... | ... | ... | ... | 251 | 69·17 | 185 | 69·17 | ... | ... |
| 1894. | 468 | 55·18 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 144 | 57·83 | ... | ... | ... | ... | 237 | 61·98 | 166 | 61·97 | ... | ... |
| 1895. | 436 | 56·38 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 124 | 63·30 | 19 | 54·42 | 2 | 50·00 | 209 | 67·68 | 138 | 67·67 | ... | ... |
| 1896. | 444 | 55·20 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 134 | 58·41 | 24 | 59·60 | 63 | 51·17 | 241 | 61·75 | 157 | 61·63 | ... | ... |
| 1897 | 367 | 66·96 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 150 | 56·16 | 27 | 57·57 | 63 | 50·40 | 223 | 59·84 | 144 | 59·84 | ... | ... |
| 1898. | 450 | 59·49 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 147 | 55·35 | 35 | 55·36 | 71 | 50·82 | 284 | 58·81 | 181 | 58·90 | ... | ... |
| 1899. | 462 | 55·76 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 152 | 57·03 | 43 | 52·83 | 99 | 52·28 | 307 | 59·89 | 194 | 59·88 | 6 | 258·32 |
| 1900. | 439 | 52·49 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 213 | 46·23 | 57 | 49·29 | 161 | 50·79 | 375 | 50·12 | 232 | 50·06 | 13 | 100·16 |

* Included with the Great Indian Peninsula railway.
† Represent earnings and expenses of both sections of the Bhopal-Itarsi railway.

# DIX 6—*contd.*



*railways per mile per week*

*to gross earnings.*

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railway has been amalgamated with the system by which it has been worked.

earnings and expenses.

| 10 BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM. | | | | | | | | | | | | | | | | | | | | Railway. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| (a) Bombay, Baroda and Central India, 5′ 6″. | | (b) Tápti Valley, 5′ 6″. | | (c) Gaekwar's Petlád, 5′ 6″. | | (d) Nágdá-Ujjain, 5′ 6″. | | (e) Godhrá-Rutlam-Nágdá, 5′ 6″. | | (f) Rajputana-Malwa. | | | | | | | | | | |
| | | | | | | | | | | Rajputana-Malwa, 3′ 3⅜″. | | Holkar and Sindia-Neemuch, 3′ 3⅜″. | | Western Rajputana, 3′ 3⅜″. | | Rewari-Ferozepore, 3′ 3⅜″. | | Muttra-Hathras, 3′ 3⅜″. | | |
| Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Calendar year. |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1853 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1854 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1855 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1856 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1857 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1858 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1859 |
| 49 | 70·17 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1860 |
| 73 | 54·97 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1861 |
| 94 | 50·14 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1862 |
| 138 | 49·51 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1863 |
| 156 | 85·33 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1864 |
| 223 | 63·83 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1865 |
| 278 | 71·93 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1866 |
| 291 | 66·56 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1867 |
| 287 | 73·66 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1868 |
| 307 | 74·32 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1869 |
| 327 | 60·54 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1870 |
| 300 | 59·98 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1871 |
| 290 | 59·97 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1872 |
| 260 | 59·23 | ... | ... | ... | ... | ... | ... | ... | ... | 32 | 96·59 | ... | ... | ... | ... | ... | ... | ... | ... | 1873 |
| 265 | 52·12 | ... | ... | ... | ... | ... | ... | ... | ... | 69 | 80·37 | 60 | 84·02 | ... | ... | ... | ... | ... | ... | 1874 |
| 285 | 54·41 | ... | ... | ... | ... | ... | ... | ... | ... | 98 | 64·04 | 123 | 91·71 | ... | ... | ... | ... | 108 | 58·18 | 1875 |
| 296 | 54·74 | ... | ... | ... | ... | ... | ... | ... | ... | 114 | 65·40 | 99 | 92·87 | ... | ... | ... | ... | 55 | 57·74 | 1876 |
| 345 | 41·97 | ... | ... | ... | ... | ... | ... | ... | ... | 130 | 67·99 | 86 | 76·86 | ... | ... | ... | ... | 66 | 54·86 | 1877 |
| 298 | 46·61 | ... | ... | ... | ... | ... | ... | ... | ... | 136 | 61·97 | 122 | 67·50 | ... | ... | ... | ... | 65 | 53·33 | 1878 |
| 309 | 46·97 | ... | ... | ... | ... | ... | ... | ... | ... | 153 | 66·74 | 128 | 74·53 | 86 | 86·08 | ... | ... | 83 | 54·97 | 1879 |
| 355 | 52·57 | ... | ... | ... | ... | ... | ... | ... | ... | 152 | 66·88 | 118 | 74·74 | 151 | 85·79 | ... | ... | 89 | 57·35 | 1880 |
| 423 | 41·04 | ... | ... | ... | ... | ... | ... | ... | ... | 189 | 60·41 | 132 | 69·11 | ... | ... | ... | ... | 90 | 69·19 | 1881 |
| 427 | 50·72 | ... | ... | ... | ... | ... | ... | ... | ... | 188 | 53·07 | ... | ... | ... | ... | ... | ... | 84 | 76·97 | 1882 |
| 497 | 43·08 | ... | ... | ... | ... | ... | ... | ... | ... | 219 | 52·18 | ... | ... | ... | ... | 75 | 81·28 | ... | ... | 1883 |
| 509 | 42·95 | ... | ... | ... | ... | ... | ... | ... | ... | 223 | 56·92 | ... | ... | ... | ... | 96 | 67·28 | ... | ... | 1884 |
| 548 | 42·98 | ... | ... | ... | ... | ... | ... | ... | ... | 224 | 52·81 | ... | ... | ... | ... | ... | ... | ... | ... | 1885 |
| 564 | 41·12 | ... | ... | ... | ... | ... | ... | ... | ... | 212 | 50·27 | ... | ... | ... | ... | ... | ... | ... | ... | 1886 |
| 508 | 41·89 | ... | ... | ... | ... | ... | ... | ... | ... | 191 | 50·84 | ... | ... | ... | ... | ... | ... | ... | ... | 1887 |
| 532 | 44·11 | ... | ... | ... | ... | ... | ... | ... | ... | 215 | 48·26 | ... | ... | ... | ... | ... | ... | ... | ... | 1888 |
| 552 | 42·44 | ... | ... | ... | ... | ... | ... | ... | ... | 230 | 45·82 | ... | ... | ... | ... | ... | ... | ... | ... | 1889 |
| 540 | 42·06 | ... | ... | 71 | 36·08 | ... | ... | ... | ... | 200 | 50·41 | ... | ... | ... | ... | ... | ... | ... | ... | 1890 |
| 590 | 41·23 | ... | ... | 85 | 38·51 | ... | ... | ... | ... | 251 | 43·47 | ... | ... | ... | ... | ... | ... | ... | ... | 1891 |
| 594 | 42·34 | ... | ... | 88 | 43·25 | ... | ... | ... | ... | 257 | 41·01 | ... | ... | ... | ... | ... | ... | ... | ... | 1892 |
| 630 | 36·55 | ... | ... | 92 | 36·47 | ... | ... | 50 | 41·61 | 259 | 41·12 | ... | ... | ... | ... | ... | ... | ... | ... | 1893 |
| 665 | 36·85 | ... | ... | 100 | 36·79 | ... | ... | 106 | 40·64 | 285 | 38·19 | ... | ... | ... | ... | ... | ... | ... | ... | 1894 |
| 732 | 37·69 | ... | ... | 106 | 36·96 | ... | ... | 184 | 57·01 | 269 | 40·29 | ... | ... | ... | ... | ... | ... | ... | ... | 1895 |
| 676 | 45·07 | ... | ... | 169 | 29·52 | 49 | 56·36 | 189 | 62·27 | 227 | 44·35 | ... | ... | ... | ... | ... | ... | ... | ... | 1896 |
| 595 | 54·[illegible] | ... | ... | 93 | 47·56 | 58 | 54·36 | 146 | 72·02 | 212 | 46·60 | ... | ... | ... | ... | ... | ... | ... | ... | 1897 |
| 662 | 44·89 | 18 | 48·70 | 74 | 44·92 | 73 | 44·83 | 181 | 51·14 | 241 | 42·83 | ... | ... | ... | ... | ... | ... | ... | ... | 1898 |
| 729 | 46·81 | 71 | 47·40 | 102 | 44·37 | 83 | 47·18 | 172 | 58·34 | 285 | 42·06 | ... | ... | ... | ... | ... | ... | ... | ... | 1899 |
| 734 | 52·50 | 84 | 44·00 | 127 | 52·86 | 141 | 51·96 | 219 | 46·84 | 317 | 43·18 | ... | ... | ... | ... | ... | ... | ... | ... | 1900 |

P. T. O.

**Appendix 6.**
Weekly earnings.

# APPEN

## *Gross earnings (average) of individual and Proportion of working expenses*

(Referred to in paragraph

*N. B.*—(1) When figures cease to be shown under any railway it is to be understood that such
(2)—This appendix excludes steam-boat

| Railway. | 10 BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*concld.* | | | | | | | | | | | | | | | | 11 NIZAM'S GUARANTEED STATE RAILWAY SYSTEM. | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | (*f*) RAJPUTANA-MALWA—*concld.* | | | | | | (*g*) Gaekwar's Mehsána, 3′ 3½″. | | (*h*) Ahmedabad-Parántij, 3′ 3½″. | | (*i*) Palánpur-Deesa, 3′ 3½″. | | (*j*) Gaekwar's Dabhoi, 2′ 6″. | | (*k*) Rajpipla, 2′ 6″. | | (*a*) Nizam's Guaranteed State, 5′ 6″. † | | (*b*) Hyderabad-Gódávari Valley, 3′ 3½″. | |
| | Cawnpore-Farukhabad, 3′ 3½″. | | Muttra-Achnera, 3′ 3½″. | | Cawnpore-Achnera, 3′ 3½″. | | | | | | | | | | | | | | | |
| Calendar year. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. |
| 1853 | ... | ... | .. | ... | ... | ... | .. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1854 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1855 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1856 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1857 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1858 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1859 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1860 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1861 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1862 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1863 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1864 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1865 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1866 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1867 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1868 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1869 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1870 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1871 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1872 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1873 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 21 | 98·34 | ... | ... | ... | ... | ... | ... |
| 1874 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 32 | 75·78 | ... | ... | 79 | 95·01 | ... | ... |
| 1875 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 33 | 78·11 | ... | ... | 79 | 113·57 | ... | ... |
| 1876 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 38 | 75·35 | ... | ... | 92 | 85·72 | ... | ... |
| 1877 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 45 | 78·20 | ... | ... | 132 | 77·53 | ... | ... |
| 1878 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 43 | 62·42 | ... | ... | 126 | 85·87 | ... | |
| 1879 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 46 | 56·15 | ... | ... | 110 | 87·01 | ... | ... |
| 1880 | 18 | 233·15 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 51 | 49·44 | ... | ... | 112 | 68·08 | ... | ... |
| 1881 | 65 | 69·76 | 39 | 89·01 | ... | ... | ... | ... | ... | ... | ... | ... | 46 | 65·41 | ... | ... | 120 | 61·32 | ... | ... |
| 1882 | 80 | 67·36 | 57 | 86·42 | ... | ... | ... | ... | ... | ... | ... | ... | 47 | 67·54 | ... | ... | 141 | 56·35 | ... | ... |
| 1883 | ... | ... | ... | ... | *80 | 63·98 | ... | ... | ... | ... | ... | ... | 48 | 73·75 | ... | ... | 137 | 72·12 | ... | ... |
| 1884 | ... | ... | ... | ... | 81 | 69·17 | ... | ... | ... | ... | ... | ... | 49 | 67·43 | ... | ... | 155 | 63·02 | ... | ... |
| 1885 | ... | ... | ... | ... | 70 | 87·87 | ... | ... | ... | ... | ... | ... | 50 | 63·47 | ... | ... | 178 | 56·26 | ... | ... |
| 1886 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 50 | 74·37 | ... | ... | 143 | 49·71 | ... | ... |
| 1887 | ... | ... | ... | ... | ... | ... | 33 | 80·05 | ... | ... | ... | ... | 51 | 69·73 | ... | ... | 143 | 64·31 | ... | ... |
| 1888 | ... | ... | ... | ... | ... | ... | 43 | 64·90 | ... | ... | ... | ... | 48 | 69·91 | ... | ... | 118 | 57·35 | ... | ... |
| 1889 | ... | ... | ... | ... | ... | ... | 37 | 61·82 | ... | ... | ... | ... | 47 | 65·45 | ... | ... | 129 | 66·90 | ... | ... |
| 1890 | ... | ... | ... | ... | ... | ... | 41 | 60·66 | ... | ... | ... | ... | 57 | 61·76 | ... | ... | 140 | 59·74 | ... | ... |
| 1891 | ... | ... | ... | ... | ... | ... | 49 | 45·53 | ... | ... | ... | ... | 54 | 66·13 | ... | ... | 151 | 54·70 | ... | ... |
| 1892 | ... | ... | ... | ... | ... | ... | 54 | 40·92 | ... | ... | ... | ... | 64 | 55·36 | ... | ... | 151 | 52·35 | ... | ... |
| 1893 | ... | ... | ... | ... | ... | ... | 70 | 41·12 | ... | ... | 33 | 44·87 | 68 | 47·44 | ... | ... | 136 | 53·08 | ... | ... |
| 1894 | ... | ... | ... | ... | ... | ... | 79 | 37·79 | ... | ... | 42 | 38·35 | 65 | 60·29 | ... | ... | 177 | 56·20 | ... | ... |
| 1895 | ... | ... | ... | ... | ... | ... | 70 | 40·18 | ... | ... | 42 | 40·17 | 63 | 58·73 | ... | ... | 185 | 53·77 | ... | ... |
| 1896 | ... | ... | ... | ... | ... | ... | 88 | 35·91 | ... | ... | 57 | 43·50 | 69 | 51·44 | ... | ... | 187 | 50·02 | ... | ... |
| 1897 | ... | ... | ... | ... | ... | ... | 70 | 46·58 | 46 | 46·92 | 48 | 46·55 | 56 | 76·94 | 11 | 214·58 | 205 | 48·67 | ... | ... |
| 1898 | ... | ... | ... | ... | ... | ... | 72 | 42·55 | 33 | 42·70 | 43 | 42·50 | 51 | 112·65 | 11 | 186·33 | 221 | 44·20 | ... | ... |
| 1899 | ... | ... | ... | ... | ... | ... | 79 | 42·40 | 74 | 42·23 | 50 | 42·37 | 60 | 64·40 | 22 | 76·32 | 240 | 43·45 | 48 | 41·82 |
| 1900 | ... | ... | ... | ... | ... | ... | 89 | 44·75 | 93 | 41·17 | 53 | 43·66 | 57 | 73·82 | 25 | 75·46 | 286 | 41·52 | 70 | 60·41 |

* Includes the Muttra-Hathras, Cawnpore-Forukhabad and Muttra-Achnera railways.
† Includes Bezwada extension of the East Coast State railway.

# DIX 6—*contd.*



*railways per mile per week*

*to gross earnings.*

14 of Report.)

railway has been amalgamated with the system by which it has been worked.

earnings and expenses.

| 12 MADRAS RAILWAY SYSTEM. | | | | | | 13 BENGAL DOOARS. | | | | 14 DIBRU-SADIYA. | | | | 15 ASSAM-BENGAL. 3′ 3⅜″. | | 16 DEOGHUR, 3′ 3⅜″. | | 17 BENGAL AND NORTH WESTERN RAILWAY SYSTEM. | | | | | | Railway. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| (a) Madras, 5′ 6″. | | (b) Kolar Goldfields, 5′ 6″. | | (c) Nilgiri, 3′ 3⅜″. | | (a) Bengal Dooars, 3′ 3⅜″. | | (b) Bengal Dooars extensions, 3′ 3⅜″ | | (a) Dibru-Sadiya, 3′ 3⅜″. | | (b) Ledo and Tikak-Margherita Colliery, 3′ 3⅜″. | | | | | | (a) Bengal and North Western, 3′ 3⅜″. | | (b) Tirhoot, 3′ 3⅜″. | | (c) Segowlie-Raxaul, 3′ 3⅜″. | | |
| Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earning per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Calendar Year. |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1853 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1854 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1855 |
| 75 | 51·66 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1856 |
| 91 | 47·13 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1857 |
| 93 | 55·53 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1858 |
| 122 | 60·35 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1859 |
| 117 | 73·50 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1860 |
| 91 | 71·08 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1861 |
| 84 | 74·02 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1862 |
| 110 | 68·57 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1863 |
| 133 | 49·62 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1864 |
| 145 | 45·69 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1865 |
| 147 | 45·62 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1866 |
| 153 | 43·47 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1867 |
| 181 | 41·48 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1868 |
| 171 | 49·16 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1869 |
| 146 | 52·84 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1870 |
| 139 | 51·27 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1871 |
| 143 | 52·19 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1872 |
| 157 | 56·94 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1873 |
| 132 | 64·67 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1874 |
| 144 | 70·28 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 39 | 107·62 | ... | ... | 1875 |
| 159 | 64·38 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 71 | 68·67 | ... | ... | 1876 |
| 225 | 59·26 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 77 | 68·19 | ... | ... | 1877 |
| 148 | 76·05 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 108 | 75·34 | ... | ... | 1878 |
| 148 | 68·68 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 113 | 76·50 | ... | ... | 1879 |
| 138 | 68·24 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 102 | 57·89 | ... | ... | 1880 |
| 141 | 67·11 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 119 | 57·32 | ... | ... | 1881 |
| 155 | 62·84 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 136 | 59·33 | ... | ... | 1882 |
| 148 | 61·90 | ... | ... | ... | ... | ... | ... | ... | ... | 52 | 171·70 | ... | ... | ... | ... | 79 | 68·00 | ... | ... | 103 | 66·87 | ... | ... | 1883 |
| 160 | 58·89 | ... | ... | ... | ... | ... | ... | ... | ... | 67 | 131·61 | ... | ... | ... | ... | 83 | 54·90 | 29 | 133·76 | 105 | 72·37 | ... | ... | 1884 |
| 171 | 57·18 | ... | ... | ... | ... | ... | ... | ... | ... | 62 | 123·03 | ... | ... | ... | ... | 88 | 58·69 | 72 | 49·38 | 98 | 69·88 | ... | ... | 1885 |
| 178 | 59·46 | ... | ... | ... | ... | ... | ... | ... | ... | 81 | 80·65 | ... | ... | ... | ... | 100 | 53·06 | 106 | 56·89 | 109 | 65·24 | ... | ... | 1886 |
| 189 | 64·76 | ... | ... | ... | ... | ... | ... | ... | ... | 94 | 71·83 | ... | ... | ... | ... | 98 | 50·64 | 90 | 56·81 | 122 | 58·03 | ... | ... | 1887 |
| 195 | 58·72 | ... | ... | ... | ... | ... | ... | ... | ... | 105 | 74·79 | ... | ... | ... | ... | 104 | 55·37 | 102 | 53·50 | 123 | 53·90 | ... | ... | 1888 |
| 209 | 58·97 | ... | ... | ... | ... | ... | ... | ... | ... | 114 | 72·26 | ... | ... | ... | ... | 115 | 55·51 | 103 | 51·96 | 122 | 46·52 | ... | ... | 1889 |
| 218 | 58·44 | ... | ... | ... | ... | ... | ... | ... | ... | 127 | 65·59 | ... | ... | ... | ... | 105 | 58·17 | 121 | 39·17 | ... | ... | ... | ... | 1890 |
| 214 | 58·20 | ... | ... | ... | ... | ... | ... | ... | ... | 123 | 65·80 | ... | ... | ... | ... | 125 | 50·49 | 121 | 37·95 | ... | ... | ... | ... | 1891 |
| 221 | 55·40 | ... | ... | ... | ... | ... | ... | ... | ... | 127 | 68·10 | ... | ... | ... | ... | 108 | 64·00 | 120 | 40·07 | ... | ... | ... | ... | 1892 |
| 241 | 48·39 | ... | ... | ... | ... | 69 | 45·73 | ... | ... | 127 | 70·13 | ... | ... | ... | ... | 152 | 49·47 | 123 | 42·57 | ... | ... | ... | ... | 1893 |
| 237 | 52·06 | 249 | 61·37 | ... | ... | 109 | 41·19 | ... | ... | 132 | 63·18 | ... | ... | ... | ... | 118 | 67·17 | 130 | 41·72 | ... | ... | ... | ... | 1894 |
| 257 | 47·55 | 294 | 56·60 | ... | ... | 125 | 41·17 | ... | ... | 149 | 55·16 | ... | ... | 64 | 103·75 | 130 | 54·46 | 133 | 41·97 | ... | ... | ... | ... | 1895 |
| 249 | 50·50 | 299 | 59·25 | ... | ... | 136 | 44·70 | ... | ... | 161 | 51·76 | ... | ... | 71 | 94·63 | 120 | 61·69 | 134 | 44·13 | ... | ... | .. | ... | 1896 |
| 263 | 47·65 | 402 | 56·77 | ... | ... | 145 | 43·62 | ... | ... | 192 | 68·12 | 88 | 82·51 | 63 | 92·71 | 122 | 63·22 | 128 | 44·40 | .. | ... | ... | ... | 1897 |
| 246 | 49·51 | 392 | 59·82 | ... | ... | 135 | 52·61 | ... | ... | 194 | 63·85 | 142 | 93·22 | 86 | 95·83 | 129 | 79·44 | 129 | 42·83 | .. | ... | ... | ... | 1898 |
| 240 | 52·43 | 342 | 68·01 | 175 | 76·06 | 137 | 45·06 | ... | ... | 213 | 47·68 | 162 | 65·04 | 75 | 80·08 | 134 | 79·92 | 131 | 47·06 | ... | ... | 30 | 40·00 | 1899 |
| 254 | 51·75 | 402 | 67·83 | 200 | 42·83 | 168 | 37·94 | 13 | 72·31 | 224 | 48·67 | 169 | 72·64 | 75 | 78·54 | 140 | 78·87 | 128 | 49·01 | ... | ... | 30 | 52·62 | 1900 |

*P. T. O.*

# Appendix 6.
Weekly earnings.

# APPEN

*Gross earnings (average) of individual*
*and*
*Proportion of working expenses*
(Referred to in paragraph

*N.B.*—(1) When figures cease to be shown under any railway it is to be understood that such
(2)—This appendix excludes steam-boat

| Railway. | 18 ROHILKUND AND KUMAON RAILWAY SYSTEM. | | | | | | | | 19 JODHPUR-BIKANER RAILWAY SYSTEM. | | | | | | 20 UDAIPUR CHITOR 3′ 3⅜″. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | (a) Rohilkund and Kumaon, 3′ 3⅜″. | | (b) Lucknow-Bareilly. Bareilly-Pilibhit, 3′ 3⅜″. | | Lucknow-Sitapur-Seraman, 3′ 3⅜″ | | Lucknow-Bareilly, 3′ 3⅜″. | | (a) Jodhpur section, 3′ 3⅜″. | | (b) Bikaner section 3′ 3⅜″. | | (c) Shadipalli-Bálotra (British section). 3′ 3⅜″. | | | |
| Calendar year. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. |
| 1853 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1854 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1855 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1856 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1857 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1858 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1859 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1860 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1861 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1862 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1863 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1864 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1865 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1866 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1867 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1868 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1869 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1870 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1871 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1872 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1873 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1874 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1875 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1876 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1877 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1878 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1879 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1880 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1881 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1882 | ... | ... | ... | ... | ... | ... | ... | ... | * | * | ... | ... | ... | ... | ... | ... |
| 1883 | ... | ... | ... | ... | ... | ... | ... | ... | 42 | 42·74 | ... | ... | ... | ... | ... | ... |
| 1884 | 51 | 95·16 | 32 | 91·81 | ... | ... | ... | ... | 39 | 50·59 | ... | ... | ... | ... | ... | ... |
| 1885 | 68 | 66·40 | 44 | 83·79 | ... | ... | ... | ... | 54 | 34·30 | ... | ... | ... | ... | ... | ... |
| 1886 | 86 | 58·75 | 53 | 77·46 | 45 | 76·29 | ... | ... | 62 | 35·20 | ... | ... | ... | ... | ... | ... |
| 1887 | 92 | 63·42 | 52 | 71·47 | 46 | 73·49 | ... | ... | 55 | 39·86 | ... | ... | ... | ... | ... | ... |
| 1888 | 96 | 57·46 | 50 | 70·31 | 47 | 70·81 | ... | ... | 56 | 46·91 | ... | ... | ... | ... | ... | ... |
| 1889 | 107 | 56·98 | 59 | 66·45 | 59 | 65·19 | ... | ... | 56 | 46·50 | ... | ... | ... | ... | ... | ... |
| 1890 | 90 | 52·04 | 64 | 66·08 | 62 | 72·78 | ... | ... | 58 | 47·09 | ... | ... | ... | ... | ... | ... |
| 1891 | 112 | 58·22 | ... | ... | ... | ... | 56 | 65·05 | 66 | 45·44 | 36 | 46·99 | ... | ... | ... | ... |
| 1892 | 127 | 54·17 | ... | ... | ... | ... | 66 | 59·72 | 74 | 44·14 | 34 | 67·47 | ... | ... | ... | ... |
| 1893 | 124 | 56·78 | ... | ... | ... | ... | 67 | 62·29 | 52 | 47·83 | 30 | 61·43 | ... | ... | ... | ... |
| 1894 | 134 | 52·91 | ... | ... | ... | ... | 87 | 59·25 | 65 | 38·09 | 35 | 49·61 | ... | ... | ... | ... |
| 1895 | 118 | 62·18 | ... | ... | ... | ... | 74 | 61·90 | 58 | 41·60 | 38 | 47·89 | ... | ... | 42 | 65·67 |
| 1896 | 125 | 63·79 | ... | ... | ... | ... | 75 | 63·32 | 70 | 36·60 | 53 | 37·56 | ... | ... | 43 | 60·25 |
| 1897 | 124 | 59·33 | ... | ... | ... | ... | 69 | 59·42 | 67 | 33·66 | 52 | 44·02 | ... | ... | 39 | 65·19 |
| 1898 | 135 | 52·24 | ... | ... | ... | ... | 94 | 51·62 | 73 | 42·22 | 31 | 43·54 | ... | ... | 46 | 57·33 |
| 1899 | 136 | 49·74 | ... | ... | ... | ... | 114 | 50·21 | 102 | 38·88 | 37 | 40·22 | ... | ... | 62 | 50·21 |
| 1900 | 156 | 48·64 | | ... | ... | ... | 107 | 48·72 | 81 | 44·27 | 43 | 45·43 | 13·32 | 57·45 | 91 | 41·59 |

* Information not available.

## DIX 6—*contd.*



*railways per mile per week.*

*to gross earnings.*

14 of Report.)

railway has been amalgamated with the system by which it has been worked.

earnings and expenses.

| 21 BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM. | | | | | | | | 22 SOUTHERN MAHRATTA RAILWAY SYSTEM. | | | | | | | | | | | | | | Railway. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| (a) Bhávnagar-Gondal-Junágad-Porbándar 3′ 3⅜″. | | (b) Jámnagar, 3′ 3⅜″. | | (c) Jetalsar Rájkot, 3′ 3⅜″. | | (d) Dhrángadhrá 3′ 3⅜″. | | (a) Southern Mahratta, 3′ 3⅜″. | | (b) Mysore section, 3′ 3⅜″. | | (c) Guntakul-Mysore frontier, 3′ 3⅜″. | | (d) Yesvantpur-Mysore frontier, 3′ 3⅜″. | | (e) Birur-Shimoga, 3′ 3⅜″. | | (f) Kolhápur, 3′ 3⅜″. | | (g) Mysore-Nanjangúd, 3′ 3⅜″. | | |
| Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Calendar year. |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1853 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1854 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1855 |
| ... | ... | ... | ... | ... | ... | ... | ... | .. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1856 |
| ... | ... | ... | .. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1857 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1858 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | .. | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1859 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1860 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | .. | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1861 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1862 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1863 |
| ... | ... | ... | ... | ... | ... | ... | ... | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1864 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1865 |
| ... | ... | ... | ... | ... | ... | ... | ... | .. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1866 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1867 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1868 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | .. | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1869 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1870 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1871 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1872 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1873 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | .. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1874 |
| ... | .. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1875 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1876 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1877 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1878 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1879 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1880 |
| 78 | 70·18 | ... | ... | ... | ... | ... | ... | ... | ... | 51 | 59·13 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1881 |
| 87 | 59·55 | ... | ... | ... | ... | ... | ... | ... | ... | 68 | 64·91 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1882 |
| 89 | 63·47 | ... | ... | ... | ... | ... | ... | ... | ... | 67 | 67·09 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1883 |
| 109 | 54·46 | ... | ... | ... | ... | ... | ... | 50 | 108·51 | 67 | 54·22 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1884 |
| 98 | 59·55 | ... | ... | ... | ... | ... | ... | 63 | 83·80 | 60 | 52·12 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1885 |
| 96 | 57·00 | ... | ... | ... | ... | ... | ... | 92 | 69·83 | 64 | 59·04 | .. | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1886 |
| 98 | 54·93 | ... | ... | ... | ... | ... | ... | 93 | 66·01 | 71 | 71·69 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1887 |
| 109 | 50·58 | ... | ... | ... | ... | ... | ... | 86 | 75·70 | 79 | 76·28 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1888 |
| 97 | 56·55 | ... | ... | ... | ... | ... | ... | 88 | 76·15 | 72 | 75·23 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1889 |
| 91 | 61·81 | ... | ... | ... | ... | ... | ... | 85 | 78·19 | 77 | 77·94 | .. | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1890 |
| 85 | 67·79 | ... | ... | ... | ... | ... | ... | 88 | 65·76 | 86 | 66·50 | ... | ... | ... | ... | ... | ... | 55 | 64·26 | ... | ... | 1891 |
| 91 | 72·25 | ... | ... | ... | ... | ... | ... | 82 | 68·69 | 87 | 67·92 | * | * | ... | ... | ... | ... | 60 | 67·72 | ... | ... | 1892 |
| 119 | 56·92 | ... | ... | 59 | 50·59 | ... | ... | 106 | 59·60 | 109 | 59·92 | 38 | 60·40 | 38 | 60·99 | ... | ... | 78 | 58·09 | 43 | 59·01 | 1893 |
| 106 | 49·61 | ... | ... | 65 | 60·68 | ... | ... | 108 | 65·44 | 94 | 66·99 | 59 | 65·70 | 60 | 65·41 | ... | ... | 81 | 64·99 | 47 | 65·99 | 1894 |
| 113 | 57·93 | ... | ... | 76 | 57·76 | ... | ... | 119 | 59·65 | 103 | 59·72 | 71 | 58·65 | 72 | 58·43 | ... | ... | 80 | 57·96 | 49 | 57·97 | 1895 |
| 114 | 50·06 | ... | ... | 82 | 57·26 | ... | ... | 124 | 56·59 | 103 | 57·29 | 77 | 56·60 | 84 | 55·94 | ... | ... | 80 | 55·81 | 50 | 56·89 | 1896 |
| 105 | 55·04 | 41 | 65·73 | 85 | 58·72 | ... | ... | 120 | 56·96 | 122 | 57·54 | 102 | 56·76 | 101 | 56·34 | ... | ... | 63 | 55·93 | 42 | 57·64 | 1897 |
| 97 | 58·22 | 36 | 69·12 | 74 | 57·50 | 37 | 54·62 | 93 | 70·32 | 90 | 70·32 | 69 | 68·88 | 67 | 68·66 | ... | ... | 52 | 69·08 | 40 | 67·85 | 1198 |
| 107 | 49·99 | 83 | 59·20 | 45 | 60·43 | 59 | 67·16 | 108 | 67·73 | 69 | 68·97 | 62 | 66·62 | 56 | 66·17 | 36 | 69·59 | 58 | 65·74 | 21 | 66·25 | 1899 |
| 113 | 48·27 | 53 | 60·09 | 84 | 57·47 | 53 | 66·91 | 119 | 64·69 | 89 | 58·50 | 70 | 63·81 | 71 | 64·32 | 34 | 63·43 | 82 | 63·87 | 38 | 63·20 | 1900 |

* Information not available.

P. T. O.

## Appendix 6.
Weekly earnings.

# APPEN

*Gross earnings (average) of individual*
*and*
*Proportion of working expenses*
(Referred to in paragraph

*N.B.* (1)—When figures cease to be shown under any railway it is to be understood that such
(2) This appendix excludes steam-boat

| Railway. | 23 WEST OF INDIA PORTUGUESE 3′ 3⅜″. | | 24 SOUTH INDIAN RAILWAY SYSTEM. (a) South Indian. 3′ 3⅜″. | | (b) Máyavaram-Mutupet, 3′ 3⅜″. | | (c) Káraikkal-Peralam, 3′ 3⅜″ | | 25 BURMA, 3′ 3⅜″. | | 26 MORVI, 2′ 6″. | | 27 BÁRSI. 2′ 6″. | | 28 TÁRAKESHWAR-MANDRA, 2′ 6″. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Calendar year. | Earnings per mile per week. | Proportion of expenses to earnings | Earnings per mile per week. | Proportion of expenses to earnings. | Earnings per mile per week. | Proportion of expenses to earnings. | Earnings per mile per week. | Proportion of expenses to earnings. | Earnings per mile per week. | Proportion of expenses to earnings. | Earnings per mile. per week | Proportion of expenses to earnings. | Earnings per mile per week. | Proportion of expenses to earnings. | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1853 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1854 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1855 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1856 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1857 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1858 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1859 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1860 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1861 | ... | ... | 77 | 47·45 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1862 | ... | ... | 61 | 44·43 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1863 | ... | ... | 74 | 44·60 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1864 | ... | ... | 69 | 57·55 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1865 | ... | ... | 79 | 49·53 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1866 | ... | ... | 106 | 49·28 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1867 | ... | ... | 86 | 49·65 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1868 | ... | ... | 90 | 48·64 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1869 | ... | ... | 84 | 64·44 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1870 | ... | ... | 84 | 62·40 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1871 | ... | ... | 84 | 55·61 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1872 | ... | ... | 87 | 56·87 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1873 | ... | ... | 120 | 49·99 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1874 | ... | ... | 101 | 60·81 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1875 | ... | ... | 96 | 48·16 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1876 | ... | ... | 90 | 53·27 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1877 | ... | ... | 107 | 50·88 | ... | ... | ... | ... | 61 | 129·36 | ... | ... | ... | ... | ... | ... |
| 1878 | ... | ... | 102 | 66·65 | ... | ... | ... | ... | 115 | 93·03 | ... | ... | ... | ... | ... | ... |
| 1879 | ... | ... | 105 | 68·38 | ... | ... | ... | ... | 114 | 85·17 | ... | ... | ... | ... | ... | ... |
| 1880 | ... | ... | 106 | 73·87 | ... | ... | ... | ... | 158 | 60·60 | ... | ... | ... | ... | ... | ... |
| 1881 | ... | ... | 109 | 67·04 | ... | ... | ... | ... | 184 | 58·21 | ... | ... | ... | ... | ... | ... |
| 1882 | ... | ... | 109 | 62·69 | ... | ... | ... | ... | 188 | 59·99 | ... | ... | ... | ... | ... | ... |
| 1883 | ... | ... | 112 | 65·83 | ... | ... | ... | ... | 187 | 64·66 | ... | ... | ... | ... | ... | ... |
| 1884 | ... | ... | 122 | 64·18 | ... | ... | ... | ... | 181 | 60·96 | ... | ... | ... | ... | ... | ... |
| 1885 | ... | ... | 132 | 65·12 | ... | ... | ... | ... | 143 | 78·13 | ... | ... | ... | ... | ... | ... |
| 1886 | ... | ... | 143 | 69·78 | ... | ... | ... | ... | 156 | 64·51 | 30 | 103·28 | ... | ... | ... | ... |
| 1887 | * | * | 148 | 68·20 | ... | ... | ... | ... | 192 | 53·12 | 39 | 86·87 | ... | ... | ... | ... |
| 1888 | * | * | 159 | 68·98 | ... | ... | ... | ... | 171 | 62·33 | 46 | 86·44 | ... | ... | ... | ... |
| 1889 | 185 | * | 167 | 70·11 | ... | ... | ... | ... | 169 | 66·45 | 50 | 68·01 | ... | ... | ... | ... |
| 1890 | 138 | 74·24 | 181 | 57·50 | ... | ... | ... | ... | 210 | 57·08 | 60 | 70·34 | ... | ... | ... | ... |
| 1891 | 157 | 86·01 | 154 | 65·47 | ... | ... | ... | ... | 199 | 58·98 | 63 | 64·90 | ... | ... | ... | ... |
| 1892 | 109 | 106·91 | 137 | 63·01 | ... | ... | ... | ... | 237 | 47·51 | 63 | 57·83 | ... | ... | ... | ... |
| 1893 | 163 | 78·13 | 149 | 61·25 | ... | ... | ... | ... | 178 | 65·79 | 66 | 54·86 | ... | ... | ... | ... |
| 1894 | 157 | 86·47 | 148 | 58·99 | 103 | 61·50 | ... | ... | 164 | 62·38 | 65 | 55·46 | ... | ... | ... | ... |
| 1895 | 167 | 90·75 | 165 | 56·13 | 86 | 61·30 | ... | ... | 169 | 58·87 | 75 | 45·91 | ... | ... | ... | ... |
| 1896 | 90 | 137·34 | 165 | 54·89 | 88 | 59·90 | ... | ... | 167 | 59·89 | 79 | 53·06 | ... | ... | ... | ... |
| 1897 | 55 | 209·65 | 170 | 53·01 | 95 | 58·10 | ... | ... | 188 | 54·91 | 87 | 50·49 | 115 | 80·00 | ... | ... |
| 1898 | 65 | 173·60 | 157 | 54·50 | 88 | 68·47 | 27 | 60·19 | 184 | 57·39 | 77 | 56·41 | 116 | 81·15 | 46 | 71·65 |
| 1899 | 157 | 83·15 | 159 | 52·41 | 86 | 60·01 | 37 | 67·36 | 179 | 54·84 | 86 | 59·56 | 139 | 58·63 | 41 | 81·58 |
| 1900 | 96 | 35·05 | 166 | 50·27 | 83 | 32·02 | 32 | 61·48 | 195 | 51·93 | 86 | 62·49 | 112 | 65·90 | 47 | 72·63 |

* Information not available.

**DIX 6—*concld.***

*railways per mile per week*

*to gross earnings.*

14 of Report).

railway has been amalgamated with the system by which it has been worked.

earnings and expenses.

| 29 RÁNAGHAT-KRISHNAGAR, 2′ 6″. | | 30 TEZPUR-BÁLIPARA, 2′ 6″. | | 31 CHERRA-COMPANYGANJ. 2′ 6″. | | 32 DARJEELING-HIMALYAN, 2′ 0″. | | 33 HOWRAH-AMTA, 2′ 0″. | | 34 HOWRAH-SHEAKHALLA, 2′ 0″ | | 35 JORHAT, 2′ 0″. | | Railway |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Earnings per mile, per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Calendar year. |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1853 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1854 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1855 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1856 |
| ... | ... | ... | .. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1857 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1858 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1859 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1860 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1861 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1862 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1863 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1864 |
| .. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1865 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1866 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1867 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1868 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1869 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1870 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1871 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1872 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 873 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1874 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1875 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1876 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1877 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1878 |
| ... | .. | ... | ... | ... | ... | ... | ... | ... | .. | ... | ... | ... | ... | 1879 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1880 |
| ... | ... | ... | ... | ... | ... | 103 | 58·32 | ... | ... | ... | ... | ... | ... | 1881 |
| ... | ... | ... | ... | ... | ... | 141 | 75·70 | ... | ... | ... | ... | ... | ... | 1882 |
| ... | ... | ... | ... | ... | ... | 162 | 63 11 | ... | ... | ... | ... | ... | ... | 1883 |
| ... | ... | ... | ... | ... | ... | 167 | 66 26 | ... | ... | ... | ... | 40 | 141·60 | 1884 |
| ... | ... | ... | ... | ... | ... | ‡ | ‡ | ... | ... | ... | ... | 25 | 123 14 | 1885 |
| ... | ... | ... | ... | 17 | 452·38 | 188 | 51·23 | ... | ... | ... | ... | 28 | 136 28 | 1886 |
| ... | ... | ... | ... | 25 | 297·54 | 180 | 55·86 | ... | ... | ... | ... | 32 | 127 99 | 1887 |
| ... | ... | ... | ... | 21 | 339·84 | 232 | 53·92 | ... | ... | ... | ... | 38 | ·99 86 | 1888 |
| ... | ... | ... | ... | 26 | 240·69 | 217 | 60·10 | ... | ... | ... | ... | 42 | 105·94 | 1889 |
| ... | ... | ... | ... | 45 | 116 33 | 217 | 59 60 | ... | ... | ... | ... | 44 | 90·06 | 1890 |
| ... | ... | ... | ... | 44 | 103·28 | 231 | 57·61 | ... | ... | ... | ... | 47 | 97·70 | 1891 |
| ... | ... | ... | ... | 45 | 95·33 | 240 | 57·46 | ... | ... | ... | ... | 48 | 82·16 | 1892 |
| ... | ... | ... | ... | 55 | 85·08 | 239 | 55·41 | ... | ... | ... | ... | 52 | 79·32 | 1893 |
| ... | ... | ... | ... | 60 | 82·31 | 239 | 59 27 | ... | ... | ... | ... | 52 | 84·43 | 1894 |
| ... | ... | ... | ... | 59 | 88·68 | 279 | 50·92 | ... | ... | ... | ... | 61 | 77·81 | 1895 |
| ... | ... | ... | ... | 63 | 97·45 | 294 | 53·98 | ... | ... | ... | ... | 65 | 84·73 | 1896 |
| ... | ... | ... | ... | *53 | 392·84 | 281 | 55·28 | ... | ... | ... | ... | 69 | 85·33 | 1897 |
| ... | ... | 82 | 76·49 | 26 | 6,212·77 | 285 | 54 79 | 152 | 58 36 | 70 | 72·12 | 70 | 79·02 | 1898 |
| 59 | 81·84 | 91 | 72·51 | 92 | 483 88 | 270 | 65·07 | 168 | 55 02 | 65 | 70·77 | 72 | 106·16 | 1899 |
| 66 | 71·95 | 92 | 73·12 | † | † | 305 | 55·28 | 172 | 51·99 | 74 | 64·71 | 63 | 118·05 | 1900 |

* For first half of the year only, as traffic was stopped during the next half year on account of damage by earthquake.
† Closed for traffic from the 25th March 1900, and subsequently abandoned.
‡ Information not available.

Appendix 7.
History of Railways.

APPEN

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | Total mileage. | Date of opening for public traffic. | | |
|---|---|---|---|---|---|
| | | Miles. | | | |
| | **Agra-Delhi chord—** | | | | |
| | *(5′ 6″ gauge).* | | | | |
| | Agra to Delhi . . . . . | 121·16 | | | |
| 10 (*h*) | **Ahmedabad-Parantij—** | | | | |
| | *(3′ 3⅜″ gauge).* | | | | |
| | Ahmedabad [309·25 miles from Bombay (Colába)] on the Bombay, Baroda and Central India railway to Idar-Ahmednagar . | 54·59 | Ahmedabad to Talod . . | 1-5-97 | 32·75 |
| | | | Talod to Parantij . . . | 2-7-97 | 7·75 |
| | | | Parantij to Idar-Ahmednagar | 23-10-97 | 14·09 |
| | | | | | 54·59 |
| 9 (*e*) | **Amraoti—** | | | | |
| | *(5′ 6″ gauge).* | | | | |
| | Badnera Junction [412·30 miles from Bombay (Victoria terminus) on the Nágpur branch of the Great Indian Peninsula railway] to Amráoti . . | 5·44 | Badnera to Amráoti . . . | 16-2-71 | 5·44 |

*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| | The line was sanctioned for construction on the 15th September 1898. |
| The line has been constructed for a single track. The permanent-way is laid with 41¼ lb. flat-footed steel rails on transverse deodar or creosoted pine sleepers. There are two bridges for crossing the Khari river, the first in the 14th mile by five spans of 60 feet, and again in the 37th mile by five spans of 60 feet.<br>There are no gradients of 1 in 100 or less, or curves under a radius of 1,500 feet.<br>The ruling gradient on the line is 1 in 200, of which there are 4 in number and aggregate 1·74 miles in length.<br>The line is ballasted throughout with either kunker or stone. | The construction of this line was sanctioned and orders for the commencement of work issued in January 1896. The line was constructed by the Bombay, Baroda and Central India Railway Company, and is worked by the same Company as a part of their metre-gauge system under an agreement, the terms of which will be found in Appendix P to Part II of the Railway Administration Report for 1895-96. |
| The permanent-way used on this line is of iron, the rails weighing 68lb. to the yard; the sleepers are pots.<br><br>The ballast is partly sand and partly shingle.<br><br>The line is fenced only at the Badnera and Amráoti ends, and for a short distance outside those stations.<br><br>There are no gradients on this line of 1 in 100 or less, and there is only one curve under radius of 1,000 feet, *viz.*, 990 feet. It is situated between 0 and 0·25 mile and is 0·14 mile in length. | The dates of order for survey and construction are as follows:—<br><br>*Date for survey.* — 8th April 1870.<br>*Dates for construction.* — 7th June 1869. 11th June 1870.<br><br>This branch has been constructed from the surplus revenues of the Berars, with a view to facilitate the transport of cotton from the marts of Amráoti. It is worked by the Great Indian Peninsula Railway Company. |

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class : No. | Name of line and mileage sanctioned. | | | Total mileage. | Date of opening for public traffic. | | |
|---|---|---|---|---|---|---|---|
| | | Miles. | Miles. | Miles. | | | Miles. |
| 15 (*a*) | Assam-Bengal— | | | | *Main line*— | | |
| | (*3′ 3⅜″ gauge*). | | | | Chittagong Port to Chittagong— | | |
| | *Main line*— | | | | For goods traffic | 3-11-95 | 1·73 |
| | Chittagong Port to Chittagong | 1·73 | | | Chittagong to Feni | 1-7-95 | 56·90 |
| | Chittagong to Tinsukia | 579·10 | | | Feni to Comilla— | | |
| | | | 580·83 | | For goods traffic / For passenger traffic | 1-7-95 / 15-9-95 | 39·10 |
| | | | | | Comilla to Akhaura— | | |
| | | | | | For goods traffic / For passenger traffic | 1-1-96 / 1-2-96 | 29·41 |
| | *Branches*— | | | | Akhaura to Karimganj*— | | |
| | Láksám to Chandpur | 31·62 | | | For goods traffic / For passenger traffic | 4-12-96 / 1-1-97 | 115·00 |
| | Badarpur to Silchar | 18·62 | | | Karimganj to Badarpur*— | | |
| | Lumding to Gauháti | 113·38 | | | For goods traffic / For passenger traffic | 4-12-96 / 1-12-97 | 12·00 |
| | | 163·62 | | 744·45 | Badarpur to Dámchara— | | |
| | | | | | For goods traffic | 23-4-99 | 18·50 |
| | | | | | | | 272·64 |
| | | | | | *Branches*— | | |
| | | | | | Láksám to Chandpur— | | |
| | | | | | For goods traffic / For passenger traffic | 1-7-95 / 15-9-95 | 31·62 |
| | | | | | Badarpur to Katta Khal— | | |
| | | | | | For goods traffic | 13-6-98 | 6·27 |
| | | | | | Katta Khal to Silchar— | | |
| | | | | | For goods traffic | 8-11-98 | 12·35 |
| | | | | | | | 18·62 |
| | | | | | Gauháti to Gauháti Ghat— | | |
| | | | | | For goods traffic | 1-1-1900 | 1·22 |
| | | | | | Gauháti to Jamuna Mukh | 1-1-97 | 74·50 |
| | | | | | Jamuna Mukh to Lanka | 2-1-99 | 19·35 |
| | | | | | Lanka to Lumding, temporary station— | | |
| | | | | | For goods traffic | 1-3-99 | 15·21 |
| | | | | | Lumding (temporary station) to Lumding— | | |
| | | | | | For goods traffic | 20-2-00 | 3·10 |
| | | | | | | | 113·38 |
| | | | | | TOTAL OPEN MILEAGE | | 436·26 |

* Closed for repairs after the earthquake of 12th June 1897 and re-opened as follows :

| | |
|---|---|
| Akhaura to Srimangal | 20-7-97 |
| Srimangal to Kalaura | 24-7-97 |
| Kalaura to Karimganj | 8 8-97 |
| Karimganj to Badarpur | 18-10-97 |

**DIX 7—*continued.***



***on the 31st December 1900, alphabetically arranged.***

**it has not been possible to bring this statement fully up to date.**

| Details of construction. | REMARKS. |
|---|---|
| On section I, which includes the main line from Chittagong Port to Badarpur, with branches from Láksám to Chandpur and from Badarpur to Silchar, the country is mostly low-lying, necessitating long continuous embankments. North of Comilla it crosses four ranges of low hills, covered with dense jungle. The important bridges are those crossing the Feni, the Mohari and the Gumti rivers. | The branch from Gauháti to Lumding and the portion of the main line from Lumding to Dimapur were sanctioned in May 1891. Work was commenced in November 1891 and was carried on till October 1892, when the line was taken over by the Assam-Bengal Railway Company. |
| Section II, which comprises the hill section of the main line between Badarpur and Lumding, runs through very difficult country, a grade of 1 in 70 being freely used, except at the head of the Jatinga valley, where a grade of 1 in 40 has been adopted, causing a saving of about 4 miles. There are many tunnels and high viaducts. The bridge over the Barak river at Badarpur is designed for 1 span of 276 feet, 1 span of 250 feet and 1 span of 224 feet and 8 spans of 60 feet. | *Section I.*—The 360 feet jetty at Chittagong was completed, and formally opened.<br>*Section II.*—The earthwork on the 8th division is completed and on the 9th, 10th and 11th divisions well in hand. Tunnels on the 8th division were completed and satisfactory progress was made with all other works on the section considering the exceptionally wet season and the restriction of funds towards the close of the year. |
| Section III, which includes the main line from Lumding to Tinsukia Junction and the branch from Lumding to Gáuháti, passes partly through flat country requiring long lengths of embankment, and partly through low hills covered with dense jungle. The principal bridges on this section are those crossing the Kopili and the Dehing. | *Section III.*—On this section the open line (112·43 miles) from Gáuháti to Lumding is now open for traffic.<br>The work on the 16th and 17th divisions is approaching completion, and good progress was made on the 15th division.<br>The survey of the 18th division was completed and the work sanctioned, but owing to restriction of funds was not commenced. |
| The line, where already laid, is for a single track with 50lb rails on sál and pynkado sleepers, and this will be done on the rest of the line. | |
| On sections I and III there are no gradients of less than 1 in 100, or curves under a radius of 1,000 feet. | |
| On section II the following are particulars regarding gradients up to 1 in 100 and of curves under a radius of 1,000 feet: | |

| SECTION OF LINE. | LENGTH OF GRADIENTS. | | | CURVES UNDER A RADIUS OF 1,000 FEET. | |
|---|---|---|---|---|---|
| | $\frac{1}{50}$ and less. | $\frac{1}{51}$ to $\frac{1}{70}$ | $\frac{1}{71}$ to $\frac{1}{100}$ | Length. | Radii. |
| | Miles. | Miles. | Miles. | Miles. | Feet. |
| 8th Division . . . . | ... | 3·72 | 6·99 | 4·24 | Varying from 573 feet to 955 feet. |
| 9th „ . . . . | 9·68 | 5·22 | 3·55 | 9·96 | |
| 10th „ . . . . | 0·05 | 11·85 | 4·38 | 9·46 | |
| 11th „ . . . . | ... | 10·45 | 4·48 | 9·75 | |

*P. T. O*

**Appendix 7.**
History of Railways.

## APPEN

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | | Total mileage. | Date of opening for public traffic. | |
|---|---|---|---|---|---|
| | | Miles. | Miles. | | Miles. |
| 27 (*a*) | **Barsi Light—** | | | | |
| | (*2' 6" gauge*). | | | | |
| | Bársi Junction [234 miles from Bombay (Victoria terminus) on the Great Indian Peninsula railway] to the town of Bársi . . . . . | 21·59 | | Bársi Junction to the town of Bársi— | |
| | | | | For goods traffic . . 1-3-97 } | 21·59 |
| | | | | For passenger traffic . 19-3-97 } | |
| | Bársi Junction to Pandharpur . | 33·16 | | | |
| | Bársi town to Tadwala . . | 28·00 | | | |
| | | | 82·75 | | |

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The line has been laid on the existing provincial road, which, with its earthworks, cuttings and bridges, was constructed by the Government of Bombay in 1870 for the purposes of a light railway with maximum gradients not exceeding 1 in 100, and with curves suitable for the alignment of a railway. In practice the gradients were found to be as steep as 1 in 70, and not one bridge on the road would carry the rolling-stock, hence all have had to be strengthened. | This line was sanctioned for construction as a steam tramway in December 1892. But owing to the promoters having appealed to the Secretary of State against certain provisions of the order authorizing the construction, fresh negotiations were opened with them in London, and it was at length settled that the line should be designated a light railway to be worked under the provisions of the Indian Railways Act, IX of 1890. The contract, which was executed on the 1st August 1895, will be found in Appendix J to Part II of the Railway Administration Report for 1895-96.<br><br>Construction commenced on the 1st January 1896.<br><br>In December 1897, the terms for the construction of the Bársi Road-Pandharpur extension were accepted by the Bársi Light Railway Company, and orders issued for the preparation of the complete project and estimates for the extension. The earthwork has been thrown up as a measure of famine relief.<br><br>The Bársi Light Railway Company have recently carried out a detailed survey for an extension of their railway from Bársi to Tadwala, a distance of about 28 miles. The construction of this extension was sanctioned on the 29th November 1900. |

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class. No. | Name of line and mileage sanctioned. | | | Total mileage. | Date of opening for public traffic. | | |
|---|---|---|---|---|---|---|---|
| | | Miles. | Miles. | Miles. | | | Miles. |
| 17 (*a*) | **Bengal and North-Western—** | | | | COMPANY'S SECTION— | | |
| | (*3′ 3⅜″ gauge*). | | | | *Main line—* | | |
| | COMPANY'S SECTION— | | | | Sonepore to Mankapur | 15-1-85 | 218·50 |
| | | | | | Mankapur to Nawábganj | 2-4-84 | 14·00 |
| | *Main line—* | | | | Nawábganj to Ajodhya | 1-12-84 | 6·10 |
| | Sonepore, opposite Patna, *viâ* Chupra, Sewan and Gorakhpur to Mankapur and thence to Ajodhya | | 238·60 | | | | 238·60 |
| | *Loop line—* | | | | *Loop line—* | | |
| | Sonepore to Bunwárchak | | 9·34 | | Sonepur to Bunwárchak | 15-1-85 | 9·34 |
| | *Branches—* | | | | *Branches—* | | |
| | Gorakhpur to Uska bazar (*Uska bazar branch*) | 39·58 | | | *Uska bazar branch—* | | |
| | Mankapur to Naipálganj Road (*Naipálganj Road branch*) | 88·98 | | | Gorakhpur to Uska bazar | 15-12-86 | 39·58 |
| | Chupra to Revelganj (*Revelganj branch*) | 7·34 | | | *Naipálganj Road branch—* | | |
| | Gonda to Jarwal Road (*Bahramghât branch*) | 28·05 | | | Mankapur to Bahraich | 2-4-84 | 55·00 |
| | Jarwal Road to Burhwal on the Cawnpur-Burhwal metre-gauge railway, with bridge over the Gogra river (*Burhwal branch*) | 10·02 | | | Bahraich to Naipálganj Road | 15-12-86 | 33·98 |
| | Gonda *viâ* Balrámpur to Tulsipur (*Tulsipur branch*) | 41·00 | | | | | 88·98 |
| | Nánpára to Katarnian Ghât (*Katarnian ghât branch*) | 42·08 | | | *Revelganj branch—* | | |
| | Bhatni to Turtipur with side extension to Barhaj (*Turtipur branch*) | 29·91 | | | Chupra to Revelganj— | | |
| | | | 286·96 | | For goods traffic | 15-4-91 | 7·34 |
| | | | 534·90 | | For passenger traffic | 15-5-91 | |
| | | | | | *Bahramghât branch—* | | |
| | | | | | Gonda to Colonelganj— | | |
| | | | | | For goods traffic | 29-10-91 | 17·75 |
| | | | | | For passenger traffic | 1-2-92 | |
| | | | | | Colonelganj to Jarwal Road | 1-2-92 | 10·30 |
| | | | | | | | 28·05 |
| | | | | | *Burhwal branch—* | | |
| | | | | | Jarwal Road to west bank Gogra river | 18-12-96 | 2·63 |
| | | | | | Gograghât to Ganeshpur | 24-12-98 | 3·27 |
| | | | | | Chawkaghât to Burhwal | 24-11-96 | 4·12 |
| | | | | | | | 10·02 |
| | | | | | *Tulsipur branch—* | | |
| | | | | | Gonda to Balrámpur | 15-12-96 | 22·00 |
| | | | | | Balrámpur to Tulsipur | 1-6-98 | 19·00 |
| | | | | | | | 41·00 |
| | | | | | *Katarnian ghât branch—* | | |
| | | | | | Nanpara to Mohinpurwa | 15-12-96 | 15·00 |
| | | | | | Mohinpurwa to Katarnian ghât | 25-3-98 | 27·08 |
| | | | | | | | 42·08 |
| | | | | | *Turtipur branch—* | | |
| | | | | | Bhatni to Turtipur | 15-12-96 | 17·14 |
| | | | | | Salempur to Barhaj | 1-12-97 | 12·77 |
| | | | | | | | 29·91 |
| | Carried over | | 534·90 | | Carried over | | 534·90 |

**DIX 7—*continued.***



*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The country traversed is generally flat; but, being subject in many places to inundation, heavy banking has been necessary. Between Kopa Sambota and Sonepore and Gorakhpur and Maghar the banking is especially heavy. As the line crosses the drainage of the country between the Gunduk and Gogra rivers, the bridging is in places heavy, and the Rapti bridge has been a difficult and expensive undertaking: on the Uska bazar branch the works, both earthwork and bridging, are heavy.<br>The line is laid with 41½lbs. steel rails on sleepers of sâl and creosoted pine, and is well ballasted throughout.<br>It is generally unfenced, except in front of villages and on each side of the level-crossings and near stations.<br>On this line there are no grades of 1 in 100 or under and there is only one curve under a radius of 1,000 feet, *viz.*, at Paleza Ghât on the loop line, the length of which is 2,000 feet and the radius 900 feet. | The survey for this line was ordered on the 5th March 1881. The construction of the line was sanctioned on the 18th May 1882.<br>From the 1st January 1883 it was handed over to a Limited Liability Company with a free gift of land, but no guarantee.<br>The line is connected with the Tirhoot railway by means of the Gunduk bridge, between Sonepore and Hajeepore, which was sanctioned on the 19th October 1883.<br><br>On the 1st November 1884, the Company took over the bridge of boats at Fyzabad from Government and removed it to the railway ferry at Ajodhya. During the rains this bridge is lifted and the ferry worked by steamer.<br>The branch from Gorakhpur to Uska Bazar was sanctioned on the 3rd August 1885, in substitution of a branch, 36 miles from Gorakhpur to Bánsi.<br>During 1888 a preliminary survey was made for a branch line from Chupra to Revelganj, the construction of which was sanctioned in November 1889.<br>The construction of the Bahramghât branch was sanctioned in November 1889.<br>Communication across the Ganges between Dighaghât station of the East Indian railway and Palezaghât station of the Bengal and North-Western railway is maintained by means of a steam ferry.<br>The wagon ferry of the Bengal and North-Western railway was transferred from Digha to Mokameh and the working commenced on the 7th February 1893. The latter place is now the chief junction for the interchange of traffic with the East Indian railway for the combined system of the Bengal and North-Western and Tirhoot railways.<br>The extensions of the Company's section in connection with the linking up of the metre-gauge railways in Northern India were sanctioned in December 1894, and orders for the commencement of work issued in January and February 1895.<br>The working of the Tirhoot railway was taken over by the Bengal and North-Western Railway Company from the 1st July 1890. The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1890-91. |

*P. T. O.*

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | | | Total. mileage. | Date of opening for public traffic. | | |
|---|---|---|---|---|---|---|---|
| | | Miles. | Miles. | Miles. | | | Miles. |
| 17 (*a*) | **Bengal and North-Western**—*concld.* | | | | | | |
| | (*3'3¾" gauge*). | | | | | | |
| | Brought forward . . | | 534·90 | | Brought forward . | | 534·90 |
| | COMPANY'S SECTION—*concld.* | | | | *Ganges-Gogra Doab lines*— | | |
| | *Ganges-Gogra Doab lines*— | | | | Turtipur to Mau . . | 8-6-98 | 24·20 |
| | Turtipur to Benares . . | 82·26 | | | Mau to Benares— | | |
| | Mau to Shahganj . . | 60·15 | | | For goods traffic . . | 15-3-99 | 58·06 |
| | Kopaganj Road to Chand-Deara Ghât . . . | 66·61 | | | For passenger traffic . | 5-4-99 | |
| | Revelganj to Manjhi Ghât . | 3·71 | | | Mau to Azamgarh— | | |
| | Aunrihar to Ghâzipur . . | 28·37 | | | For public traffic . . | 8-6-98 | 27·15 |
| | | | 241·10 | | Kopaganj Road to Ballia— | | |
| | | | | | For goods traffic . . | 15-3-99 | 37·61 |
| | | | | | For passenger traffic . | 15-4-99 | |
| | | | | | Ballia to Chand-Deara Ghât— | | |
| | | | | 776·00 | For public traffic . . | 12-5-99 | 29·00 |
| | | | | | Revelganj to Manjhi Ghât . | 1-4-99 | 3·71 |
| | | | | | Aunrihar to Ghâzipur— | | |
| | | | | | For goods traffic . . | 15-3-99 | 28·37 |
| | | | | | For passenger traffic . | 5-4-99 | |
| | | | | | | | 208·10 |
| | | | | | Total open mileage . | | 743·00 |
| | TOTAL . | | | 778·00 | | | |

**DIX 7—*continued.***

***on the 31st December 1900, alphabetically arranged.***

**it has not been possible to bring this statement fully up to date.**

| Details of construction. | REMARKS. |
|---|---|
| | |

**Appendix 7.**
**History of Railways.**

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | | Total mileage. | Date of opening for public traffic. | |
|---|---|---|---|---|---|
| 3 (*a*) | **Bengal Central—** | Miles. | Miles. | | Miles. |
| | (*5′ 6″ gauge*). | | | | |
| | Dum-Dum (4·25 miles from Calcutta on the eastern section of the Eastern Bengal State railway) *viâ* Baraset and Bongong to Khoolna . | 104·51 | | Dum-Dum Junction to Dattapukur . . . . 2-4-83 | 14·25 |
| | | | | Dattapukur to Gobardánga 7-12-83 | 17·00 |
| | | | | Gobardánga to Bongong . 22-4-84 | 12·00 |
| | | | | Bongong to Khoolna . . 16-2-84 | 61·26 |
| | | | | | 104·51 |
| | Ránaghat (45·50 miles from Calcutta on the eastern section of the Eastern Bengal State railway) to Bongong . . . . . | 20·50 | | Ránaghat to Bongong . 16-10-82 | 20·50 |
| | | 125·01 | | TOTAL OPEN MILEAGE | 125·01 |
| | *Branch—* | | | | |
| | Dun-Dum Cantonment to Pattipookur . . . . . | 2·68 | | | |
| | | | 127·69 | | |
| 13 (*a*) & (*b*). | **Bengal Dooars—** | | | *Main line—* | |
| | (*3′ 3⅜″ gauge*). | | | East bank of the Teesta to Mal Bazar— | |
| | *Main line—* | | | For goods traffic . . 15-1-93 } For passenger traffic . 1-11-93 } | 26·85 |
| | East bank of the Teesta opposite Jalpáiguri (305·00 mlies from Calcutta, Sealdah) on the northern section of the Eastern Bengal State railway *viâ* Dam Dim to Bagrakote | 37·56 | | Mal to Dam Dim . . 16-6-94 | 4·15 |
| | *Branches—* | | | | 31·00 |
| | Lataguri to Ramshaihát . . . | 5·40 | | *Branches—* | |
| | Mal to Hantupara . . . . | 44·00 | 152·96 | Lataguri to Ramshaihát— | |
| | Barnes Junction to Lalmanir Hát . | 66·00 | | For goods traffic . . 11-6-93 } For passenger traffic . 16-6-94 } | 5·40 |
| | | | | *Barnes Junction to Baura—* | |
| | | | | For goods traffic . . 20-4-00 } For passenger traffic . 28-6-00 } | 28·45 |
| | | | | *Baura to Bhotemari—* | |
| | | | | For goods traffic . . 21-10-00 | 17·20 |
| | | | | *Bhotemari to Lalmanir Hát—* | |
| | | | | For goods traffic . . 20-11-00 | 20·35 |
| | | | | | 71·40 |
| | | | | TOTAL OPEN MILEAGE . | 102·40 |

**DIX 7**—*continued.*

*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| This line is single throughout. The permanent-way consists of flat-footed steel rails of the Vignole section, 62lb. to the yard, laid on sleepers of creosoted pine. Sâl sleepers are now being used for renewals instead of creosoted pine, and in all curves sâl sleepers have been put in at the joints in place of creosoted pine sleepers, and sâl sleepers have also been put in at the middle of pairs of rails in some of the curves.<br>At first the line was sand-ballasted, brick ballast being used at bridges and level-crossings and in a few short lengths where the soil was bad; but since then it has been decided to ballast the portion of the line between Dum-Dum Junction and Singhia, including sidings, with brick; this work is completed, and ballasting has also been done over curves and between Singhia and Khoolna where the earth, of which the embankment is composed, is not very good.<br>The line is fenced throughout; iron gates are provided at level-crossings.<br>Viaducts and bridges are constructed for a single line.<br>There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet. | The surveys were carried out by the Government of Bengal in 1877-78, and construction was commenced by the Company in March 1881.<br>The original contract with the Company having been altered, a fresh guarantee of 3½ per cent. was given under the new contract with the Secretary of State—*Vide* Appendix H to Part II of the Railway Administration Report for 1886-87—which came into force with retrospective effect as from the 1st July 1885.<br>The line was worked by the Eastern Bengal State railway under an agreement (the terms of which will be found in Appendix R to Part II of the Railway Administration Report for 1890-91) till the 31st December 1896, when it was made over to the Company.<br>An estimate for surveying suitable lines for independent passenger and goods termini for the Bengal Central Railway from Dum-Dum Cantonment station was sanctioned by Government in April 1897.<br>An estimate for surveying a line from Bongong to Kotchandpur was sanctioned by Government in January 1898; but the Government of India have expressed themselves in favour of the construction of a line from Shibnibash (Kissengunge) to Kotchandpur and Magura.<br>An estimate for surveying a line from Muxudpore at the 40th mile of the proposed Singhia-Madaripore extension to Majeegati, a place opposite Kaulipara, was sanctioned by Government in June 1898.<br>A survey of the proposed Madhyamgram (Chandipore)-Taki branch line was completed by the Company on behalf of Messrs. Barry & Co. of Calcutta. |
| The line has been laid with 41¼lb. flat-footed steel rails spiked to sâl sleepers and is being provided with stone ballast. The bridges are of girders resting on brick-work piers and abutments. In spans of 20 feet and under an invert flooring has been provided for the bridge.<br>The piers of the Neora bridge (6 ft. × 60 ft. girders) are of cast-iron screw piles, 3 ft. diameter, sunk 30 feet below low-water.<br>There are no grades of 1 in 100 or less, or curves under a radius of 1,000 feet. | The line was sanctioned for construction in May 1891.<br>The extension of the branch to Tondu has been abandoned owing to changes in the river Jaldaka. |

*P. T. O.*

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | Miles. | Total mileage. | Date of opening for public traffic. | Miles. |
|---|---|---|---|---|---|
| 4 (*a*) | **Bengal-Nagpur—** | | Miles. | | Miles. |
| | (*5′ 6″ gauge*). | | | *Main line—* | |
| | *Main line—* | | | Asansol to Damoodur— | |
| | Asansol (131·75 miles from Howrah on the chord line, East Indian railway) to Biláspur . . . | 371·47 | | For coal traffic . . 12-6-89<br>For passenger and goods traffic . . . . 14-12-89 | 5·10 |
| | Biláspur to Nágpur [519·41 miles from Bombay (Victoria terminus) on the Nágpur branch of the Great Indian Peninsula railway] . . | 255·22 | | Damoodur to Purulia . 14-12-89 | 41·72 |
| | | 626·69 | | Purulia to Chakardharpore— | |
| | | | | For goods traffic . . 22-1-90<br>For passenger traffic . 1-4-90 | 72·25 |
| | | | | Chakardharpore to Goilkera— | |
| | | | | For goods traffic . . 15-5-90<br>For passenger traffic . 28-3-91 | 21·06 |
| | | | | Goilkera to Jharsuguda— | |
| | | | | For goods traffic . . 1-2-91<br>For passenger traffic . 28-3-91 | 105·09 |
| | | | | Jharsuguda to Raighar— | |
| | | | | For goods traffic . . 20-4-90<br>For passenger traffic . 1-8-90 | 44·35 |
| | | | | Raighar to Biláspur— | |
| | | | | For goods traffic . . 10-2-90<br>For passenger traffic . 24-3-90 | 81·90 |
| | | | | Biláspur to Raipur— | |
| | | | | For goods traffic . . 10-1-89<br>For passenger traffic . 14-2-89 | 68·35 |
| | | | | Raipur to Ráj-Nándgaon . 4-12-88 | 41·99 |
| | | | | Ráj-Nándgaon to Nágpur . 27-11-88 | 144·88 |
| | Carried over | 626·69 | | Carried over . | 626·69 |

*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The line from Nágpur to Ráj-Nándgaon was originally constructed on the metre gauge with rails weighing 40lb. to the yard, laid on creosoted pine, sâl and teak wood sleepers. It has since been converted to the standard gauge. This has necessitated the rebuilding of many bridges, the changing of girders and the flattening of curves.<br>On the main line the rails are 75lb. steel, flat-footed, laid on 10 transverse steel sleepers and 2 wooden sleepers per rail, 30 feet long, except between Nágpur and Kamptee, where 12 sleepers per rail are used. Owing to the large number of tributaries of the Mahánadi river which the line crosses, the amount of bridging on the first 220 miles out of Ráj-Nándgaon is exceptionally heavy.<br>On the Biláspur-Umaria section the permanent-way consists of 75lb. section flat-footed steel rails laid on transverse steel sleepers except between Biláspur and Khodri where 2 sâl sleepers have been added to each rail joint. Between Khodri and Khongsara the line passes over high banks and through heavy cuttings. The ruling gradient is 1 in 100, and the curves are 1,000 feet in radius. This section includes a tunnel 1,000 feet long, and a viaduct of 2 spans of 200 feet girders, 116 feet high.<br>The Bengal-Nágpur railway is ballasted throughout with good stone, except for a few miles on the Chakardharpore district, where laterite is used.<br>The line is unfenced, except between Nágpur and Kamptee and at the more important stations. | Sanction for the construction of the standard gauge line was received in July 1884, and orders were at once issued for the acquisition of land and commencement of earthwork.<br>Owing to the negotiations for the formation of a company to construct and work this line not having been completed and to financial pressure, work had to be suspended in 1885, with the exception of the acquisition of land and preparation of estimates.<br>In 1887 the Bengal-Nágpur Railway Company was formed under contract with the Secretary of State, and took over the metre gauge line from Nágpur to Ráj-Nándgaon, 149 miles. Of this length, 145 50 miles have been converted to the standard gauge, and the Tumsar branch, 3·50 miles, has been abandoned.<br>The whole system extends from Asansol, on the East Indian railway, to Nágpur, the eastern terminus of the Great Indian Peninsula railway, with branches from Jharsuguda to Sambalpur and from Biláspur *viâ* the Umaria coal mines to Katni. There is also a branch from near Asansol to the Sanctoria collieries.<br>The line has also been extended from Sini to Khargpur and from Barang, on the East Coast State Railway, to Howrah and Shalimar on the River Hooghly and a branch from Khargpur to Midnapore.<br>The Umaria-Katni line was taken over by the Company on the 1st April 1888.<br>The dates of orders for survey and construction, and of opening, of the original metre-gauge line are as follows:<br>*Dates for survey.*<br>Nágpur to Dongargarh, 4th February 1871.<br>Extension from Dongargarh, 11th September 1880.<br>*Dates for eonstruction.*<br>Nágpur to Dongargarh, 9th May 1878.<br>Dongargarh to Ráj-Nándgaon, 15th March 1881.<br>*Dates of opening.*<br>Nágpur to Tumsar— Miles.<br>For goods traffic . . . . 6-4-80<br>For passenger traffic—<br>Nágpur to Kamptee (9 miles) . 26-7-80 } 53<br>Kamptee to Tumsar (44 miles) . 8-11-80<br>Dowháli junction (Tumsar road) to Tirora 21-2-81 13<br>Tirora to Gondia . . . . 18-5-81 18<br>Gondia to Amgaon . . . . 25-11-81 14<br>Amgaon to Ráj-Nándgaon—<br>For goods traffic . . . . 16-12-82<br>For passenger traffic . . . 7-2-83 } 51<br>TOTAL MILEAGE NOW CONVERTED TO STANDARD GAUGE . . . . . 145·50*<br>The line was opened through for goods traffic on the 1st February 1891, and for passenger traffic on the 28th March 1891.<br>The Saranda tunnel was completed and opened for traffic on the 1st October 1892. It is lined almost throughout. |

* Excluding the branch line from Dowháli to Tumsar (3·50 miles), which has been abandoned.

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | | | Total mileage. | Date of opening for public traffic. | | |
|---|---|---|---|---|---|---|---|
| | | Miles. | Miles. | Miles. | | | Miles. |
| 4(*a*) | **Bengal-Nagpur**—*concld.* (*5′ 6″ gauge*). | | | | Brought forward . | | 626·69 |
| | Brought forward | | 626·69 | | *Branches*— | | |
| | *Branches*— | | | | Damoodur to the Sanctoria collieries— | | |
| | Damoodur (5·10 miles from Asansol junction) to the Sanctoria collieries (*Sanctoria coal branch*) . | 7·03 | | | For coal traffic . | 12-6-89 | 7·03 |
| | Jharsuguda (245·22 miles from Asansol) to Sambalpur (*Sambalpur branch*) . | 30·23 | | | Jharsuguda to Sambalpur— | | |
| | Biláspur to Katni (*Katni branch*) . . | 196·93 | | | For goods traffic . | 1-2-93 | 30·23 |
| | | | 234·19 | | For passenger traffic . | 10-3-93 | |
| | | | | | Biláspur to Birsinghpur— | | |
| | | | | | For goods traffic . | 1-2-91 | 142·57 |
| | | | | | For passenger traffic . | 9-3-91 | |
| | | | | | Birsinghpur to Umaria— | | |
| | | | | | For goods traffic . | 11-5-90 | 18·48 |
| | | | | | For passenger traffic . | 9-3-91 | |
| | | | | | Umaria to Katni . | 2-11-86 | 35·88 |
| | | | | | | | 234·19 |
| | Sini (530·41 miles from Nágpur on the Bengal-Nágpur railway, main line) to Howrah . | 170·33 | | | Sini to Khargpur— | | |
| | | | | | For goods traffic . | 1-6-98 | 99·50 |
| | | | | | For passenger traffic | 20-9-98 | |
| | Khargpur to Barang (Cuttack), on the East Coast State railway . . . | 188·50 | | | Khargpur to Khal Bridge— | | |
| | | | 358·83 | | For goods traffic | 17-12-98 | 34·53 |
| | | | | | For passonger traffic . | 6-3-99 | |
| | Santragachi to Shalimar . | | 3·00 | | Khal Bridge to Rajapur Khal . . | 24-5-00 | 18·80 |
| | Khal bridge to Kola river side station (*Kola riverside branch*) . . | | 1·00 | | Rajapur Khal to Howrah . | 14-12-00 | 17·50 |
| | Khargpur to Bujudih . | | 122·02 | | | | 170·33 |
| | TOTAL . | | | 1,345·73 | Khargpur to Balasore— | | |
| | | | | | For goods traffic . | 17-12-98 | 71·75 |
| | | | | | For passenger traffic | 6-3-99 | |
| | | | | | Balasore to Barang (Cuttack)— | | |
| | | | | | For goods traffic . | 10-1-99 | 116·75 |
| | | | | | For passenger traffic . | 6-3-99 | |
| | | | | | | | 188·50 |
| | | | | | Rajapur Khal to Kola Riverside Station— | | |
| | | | | | For goods traffic . | 17-12-98 | 1·00 |
| | | | | | For passenger traffic | 6-3-99 | |
| | | | | | Khargpur to Cossye river— | | |
| | | | | | For goods traffic . | 20-12-99 | 5·75 |
| | | | | | For passenger traffic | 1-2-00 | |
| | | | | | TOTAL OPEN MILEAGE | | 1,226·46 |
| 11 (*b*) | **Bezwada extension (East Coast State)**— (*5′ 6″ gauge*). | | | | | | |
| | Hyderabad frontier to Bezwada (91·00 miles from Gódávari North on the East Coast State railway) . . . . . | | | 20·58 | Hyderabad frontier to Bezwada . . . | 10-2-89 | 20·58 |

DIX 7—*continued.*



*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The Sambalpur branch is laid with the same type of permanent-way as the main line, but no sâl sleepers have been added at rail joints. The work is fairly heavy and contains one bridge of six spans of 100 feet girders across the Bonum river.<br>The Umaria-Katni section, which was originally laid with second-hand East Indian railway permanent-way on timber sleepers (82lb. rails on three-fourths of the distance and 74lb. rails on the remainder), is now being relaid with 75lb. flat-footed rails on transverse steel sleepers. Thirty-four miles have been relaid up to date.<br>The ruling gradient is 1 in 100. The curves are 1,910 feet in radius and upwards. Earthwork is heavy and there was much rock-cutting. The only noteworthy bridge is over the Mahánadi, which separates the Central Provinces from Rewah. This bridge consists of four spans of 100 feet, one of 80 feet, and one of 40 feet.<br>This line has been laid with steel rails weighing 85lb. to the yard on cast-iron pot sleepers.<br>The important bridges are those over the Koakhye, Katjoori, Mahánadi, Beroopa, Brahmini, Byturni, Boora Bolong, Lower Subanarikha, Cossye, Roopanarain, Damoodur, Upper Subanarikha and Korkai rivers. | The survey of the Sambalpur branch was sanctioned in October 1890. Orders for construction issued in July 1891, and work was commenced in October 1891. |
| The length and situation of gradients up to 1 in 100, and of curves under a radius of 1,000 feet, are shown in the statement below : | The surveys of the Sini-Midnapore-Howrah and Midnapore-Barang (Cuttack) section were carried out by Government. Sanction for construction was given in August 1895, and work was started by the Bengal-Nágpur Railway Company in December 1895.<br>The construction of the bridge over the Mahánadi delta round Cuttack, to connect directly with the East Coast State railway, was sanctioned in March 1897, and completed in March 1900. |
| | The construction of the Khargpur-Midnapare section of the Midnapore-Jherriah branch was sanctioned in January 1899, and work was commenced in the same month and completed up to the Cossye river in January 1900. |
| The Bezwada extension runs through an open and fairly level country, mainly composed of black cotton soil. It is constructed for a single track, and is laid with 66½lb. steel rails on pea-pod sleepers. There are no large bridges, and the line is fenced only at stations.<br>A grade of 1 in 100, 0·32 mile in length, is the steepest on this line. There are no curves under a radius of 1,000 feet. | The line was sanctioned for construction on the 26th November 1886. It was amalgamated with the East Coast State railway on the 1st January 1895, and from the same date the length between the north distant signal of the Bezwada station and the frontier of His Highness the Nizam's dominions was made over to the Nizam's Guaranteed State Railways Company to be worked, on behalf of the State, as part of their system. The extension is maintained by the East Coast State Railway. |

| Section of line. | Length of gradients, | | Curves under a radius of 1,000 feet. | |
|---|---|---|---|---|
| | 1/80 | 1/100 | Length. | Radius. |
| Main line— | Mile. | Miles. | Mile. | Feet. |
| Between 160 and 161 miles from Nágpur . | ... | 0·19 | ... | ... |
| „ 341 „ 363 „ „ „ | ... | 7·36 | ... | ... |
| „ 419 „ 437 „ „ „ | ... | 5·83 | ... | ... |
| „ 472 „ 491 „ „ „ | ... | 13·01 | ... | ... |
| „ 531 „ 624 „ „ „ | ... | 23·44 | ... | ... |
| Sanctoria coal branch . . . . . | 0·15 | 1·36 | 0·28 | 800 |
| Katni branch— | | | | |
| Between 299 and 317 miles from Nágpur . | ... | 12·06 | ... | ... |
| „ 378 „ 387 „ „ „ | ... | 4·53 | ... | ... |
| „ 418 „ 423 „ „ „ | ... | 1·59 | ... | ... |
| „ 438 „ 439 „ „ „ | ... | 0·61 | ... | ... |
| Sambalpur branch— | | | | |
| Between 385 and 413 miles from Nágpur . | ... | 8·90 | ... | ... |

P. T. O.

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | | Total mileage. | Date of opening for public traffic. | | |
|---|---|---|---|---|---|---|
| | | Miles. | Miles. | | | Miles. |
| 22 (*a*) | **Bhávnagar-Gondal-Junágad-Porbandar—** | | | | | |
| | (*3′ 3⅜″ gauge*). | | | | | |
| | Bhávnagar Bandar to Wadhwán Junction | 105·20 | | Bhávnagar to Wadhwán | 20-12-80 | *105·20 |
| | Dhola Junction (32·00 miles from Bhávnagar Bandar) to Porbandar Bandar | 158·79 | | Dhola to Dhoráji | 19-1-81 | 88·37 |
| | | | | Dhoráji to Porbandar | 17-12-89 | † 69·44 |
| | | | | Porbandar to Porbandar Bandar— | | |
| | | | | For goods traffic | 15-3-90 | 0·98 |
| | Jetalsar Junction (112·00 miles from Bhávnagar Bandar) to Verával Bandar, including 2·33 miles of Junágad quarry line | 69·85 | | Jetalsar to Junágad | 1-9-88 | 16·00 |
| | | | | Junágad to Verával (including Junágad quarry line) | 1-2-89 | ‡53·55 |
| | | | | Verával to Verával Bandar— | | |
| | | | | For goods traffic | 1-12-90 | 0·30 |
| | TOTAL | ... | 333·84 | TOTAL OPEN MILEAGE | | 333·84 |
| 9 (*i*) | **Bhopal-Itársi—** | | | | | |
| | (*5′ 6″ gauge*). | | | | | |
| | *Main line—* | | | *Main line—* | | |
| | Itársi [463·28 miles from Bombay (Victoria terminus) on the north-east line of the Great Indian Peninsula railway] to Bhopal | 57·11 | | Itársi to Hoshangabad | 1-6-82 | 10·89 |
| | | | | Hoshangabad to Bhopal | 18-11-84 | 46·22 |
| | | | | | | 57·11 |
| | *Branch—* | | | *Branch—* | | |
| | Centre of Bhopal station to the joint boundary of the Bhopal-Itársi and Indian Midland railways at Bhopal | 0·28 | 57·39 | Centre of Bhopal station to the joint boundary of the Bhopal-Itársi and Indian Midland railways at Bhopal | 11-11-95 | 0·28 |
| | | | | TOTAL OPEN MILEAGE | | 57·39 |

* Of this, the Bhávnagar Dock estate line, 0·87 mile, is worked for goods traffic only.
† Of this, the Porbandar Dock estate line, 1·35 miles, is worked for goods traffic only.
‡ Of this, the Junágad quarry line, 2·35 miles, and Junágad Dock estate line, 0·30 mile, are worked for goods traffic only.

DIX 7—*continued.*

*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The lines from Bhávnagar to Wadhwán and Dhola to Dhoráji have been constructed for a single track with 41¼lb. flat-footed steel rails, laid on creosoted pine and deodar sleepers. The ruling gradient is practically 1 in 200, but there is a short length (0·21 mile) of 1 in 100 at mile 72.<br>The ruling gradient on the Jetalsar-Verával section is 1 in 150. The permanent-way consists of 41¼lb. flat-footed steel rails, laid on creosoted pine and deodar sleepers.<br>The permanent-way on the Dhoráji-Porbandar section consists of 41¼lb. flat-footed steel rails, laid on steel transverse sleepers. The ruling gradient is 1 in 200.<br>With the exception of one or two short lengths ballasted with kunkur, the line is laid with a good section of well-broken stone ballast.<br>The whole line is practically unfenced.<br>There are no curves under a radius of 1,000 feet. | The dates of orders for survey and construction of the Bhávnagar-Gondal section are 11th March 1878 and 19th March 1879, respectively. The line has been constructed for the Native States by the British Government, and is worked under the direction of a Board of Control consisting of representatives of each of the proprietary states. The revised agreement came into force on the 1st January 1897 and will be found in Appendix Y to Part II of the Railway Administration Report for 1897-98.<br>The portions from Bhávnagar to Wadhwán on the north and from Dhola as far as Dhasa on the west, have been constructed from the revenues of the Bhávnagar State, and that from Dhasa to Dhoráji from the revenues of the Gondal State.<br>The survey of the Jetalsar-Verával section was ordered on the 3rd October 1885 and the construction on the 24th December 1886. The line has been constructed at the expense of the Junágad State, within whose territory it lies.<br>The survey of the Dhoráji-Porbandar section was sanctioned on the 1st November 1886 and commenced in March 1887. The construction was sanctioned on the 24th January 1888. The line has been constructed at the joint expense of the Gondal and Porbandar States under an agreement by which the Gondal section above referred to also became the joint property of these two States. |
| The line has been laid for a single track with 62 lb. steel rails. The sleepers were partly of steel and partly of creosoted pine and other kinds of wood.<br>The ghât section, Budni to Barkhera, which was originally laid with jungle wood sleepers, was, during the year 1890, relaid with Indian Midland railway cast-iron oval pot sleepers weighing 92lbs. per bowl. A similar operation was subsequently put in hand on those portions of the line where wooden sleepers were in use. The whole of these portions are now relaid with Indian Midland railway pot sleepers. Up to the end of 1899, 14·25 miles have been relaid with Indian Midland railway 80lb. rails.<br>The line is wholly fenced.<br>There are no curves under a radius of 1,000 feet.<br>The steepest gradients are noted below: | The dates of orders for survey and construction are 4th June 1879 and 31st July 1880, respectively.<br>The British Government has paid for the portion, 13·11 miles, in its own territory, and a moiety of the cost of the bridge over the Nerbudda, or, in all, about 13 lakhs; the Begum of Bhopal has contributed 50 lakhs for the portion of the line in her dominions. Profits are shared between Her Highness the Begum and the British Government in proportion to the capital contributed by each party at the close of the period for which accounts are made up. The line has been worked by the Indian Midland Railway Company from the 1st January 1889.<br>The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1893-94.<br>The short branch, 0·28 mile in length, from the centre of Bhopal station to the joint boundary of the Bhopal-Itársi and Indian Midland railways at Bhopal, was sanctioned for construction in July 1894. |

| SECTION OF LINE. | LENGTH OF GRADIENTS. | |
|---|---|---|
| | 1/81 to 1/80 | 1/81 to 1/100 |
| | Miles. | Mile. |
| Budni-Barkhera . . . . | 6·77 | 0·83 |

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | | Total mileage. | Date of opening for public traffic. | | |
|---|---|---|---|---|---|---|
| | | Miles. | Miles. | | | Miles. |
| 9 (*h*) | **Bhopal-Ujjain—** | | | Bhopal to Ujjain— | | |
| | (*5′ 6″ gauge*). | | | | | |
| | From joint boundary of the Indian Midland and Bhopal-Itârsi railways at Bhopal (57 miles from Itârsi on the Bhopal-Itârsi railway) to Ujjain (600·50 miles from Ahmedabad) on the Ujjain branch of the Rajputana-Malwa railway . . . . . | | 113·27 | For goods traffic . . 11-11-95<br>For passenger traffic . . 11-4-96 | | 113·27 |
| 9 (*g*) | **Bína-Goona-Bárán—** | | | | | |
| | (*5′ 6″ gaug*). | | | | | |
| | From the joint boundary of the Indian Midland and Bína-Goona railways, a point 2·00 miles from the centre of Bína station (143 miles from Itàrsi on the Indian Midland railway), to Goona . . | 71·71 | | From the joint boundary of the Indian Midland and Bína-Goona railways, a point 2·00 miles from the centre of Bína station to Goona . . 23-9-95 | 71·71 | |
| | *Goona-Bárán extension—* | | | From centre of Goona station (mile 216—3,402 ft.) to centre of Bárán station (mile 290—697 ft.). 15-5-99 | 73·88 | |
| | Goona to Bárán . . . . | 73·88 | | | | |
| | | | 145·59 | | | |
| | | | | Total open mileage . | | 145·59 |

**DIX 7—*continued.***



***on the 31st December 1900, alphabetically arranged.***

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The permanent-way consists of 75lb. flat-footed steel rails laid on 135lb. transverse steel sleepers.<br>There are six large bridges on the line:<br>Parbati 5 spans of . . . 100 feet.<br>Niwaj 5 „ „ . . . 100 „<br>Bari-Kalis-Sind 6 „ „ . . . 100 „<br>Lakhundar 4 „ „ . . . 60 „<br>Greater Tilar 8 „ „ . . . 60 „<br>Choti-Kali-Sind 6 „ „ . . . 60 „<br>The line is fenced only at, and in the vicinity of, stations, towns, and important level crossings.<br>There are no curves under a radius of 1,000 feet.<br>The ruling gradient is 1 in 150 and aggregates 31·88 miles in length. | The construction of this line was sanctioned in November 1892.<br>Earthwork of portions in Gwalior was started in February 1893. Work on the Bhopal section was not started until the end of April 1893.<br>The line was constructed jointly by the Gwalior and Bhopal States; but is worked by the Indian Midland Railway Company. The terms of working will be found in Appendices GG and HH to Part II of the Railway Administration Report for 1896-97. |
| The permanent-way consists of 75lb. steel rails laid on steel transverse sleepers.<br>There are three large bridges:—the "Betwa," 16 spans of 100 feet, the "Or," 5 spans of 60 feet, and the "Sindh," 5 spans of 100 feet.<br>The line is fenced throughout.<br>There are no curves under a radius of 1,000 feet.<br>The ruling gradient is 1 in 125, of which there are 7 in number on the Bína-Goona line, aggregating 3·95 miles in length. | This line was constructed by the Gwalior Darbar, and handed over to the Indian Midland Railway Company for working on the 23rd September 1895. The terms of working will be found in Appendix EE to Part II of the Railway Administration Report for 1896-97. |
| The country for the first part passed through is difficult, there being a sudden descent from the Central India plateau; but the latter portion, the Kotah section, is easy going. The main works are some 6 miles of very heavy ghât work with 50 feet banks and cuttings now completed: and the Parbatti bridge, 11 spans of 100 feet girders. Other large bridges are the Betli, 3-60 feet girders, the Andheri, 5-60 feet girders and the Lhassi, 3-40 feet girders. The ruling grade is 1 in 125, there being a continuous run of 6¼ miles on this grade down the Goona ghâts. The sharpest curve is 1 degree or over 1 mile radius. A temporary terminus is being formed at Bárán pending decision as to further extension. The permanent-way consists of 75lb. flat-footed steel rails with 4-holed fish plates laid on deodar sleepers. Some 15 miles of Indian State Railway pattern steel trough sleepers, surplus from the Bhopal-Ujjain and Bína-Goona railways, have been utilized on the Gwalior section. The line will be ballasted throughout but not fenced, except at stations. Black trap, sand stone, laterite or river shingle ballast is used as found most economical on the various lengths. Good stone is found; sand stone in parts, at other places basalt. Generally all openings are arched or flat tops. The only minor girder openings are 1-30 feet, 2-20 feet and 2-12 feet girders. Platforms, foot high above rail level only are being constructed. A station master's room and a waiting hall, serviceable also for goods protection, is arranged for at each station. At Chabra a waiting room for upper class is also provided, and at Bárán a rest-house has been built. | This line is an extension of the Bína-Goona branch of the Indian Midland Railway system, and is being constructed jointly by the Durbars of the Gwalior, Tonk and Kotah States under Agreements the terms of which will be found in Appendices V, W and X to the Railway Administration Report for 1899-1900.<br>Sanction was accorded to the commencement of earth work in the Gwalior section as a famine relief work in March 1896 and sanction to the whole line was accorded in January 1897.<br>Rails were laid into Bárán by June 1898, but owing to the undue delay in receipt of girders the road was not laid over the Parbatti bridge till March 1899. It was opened for traffic on the 15th May 1899.<br>A further extension of this system to Marwar Junction and Ajmer is under survey. |

*P. T. O.*

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | Total mileage. | Date of opening for public traffic. | |
|---|---|---|---|---|
| 22 (*e*) | **Birur-Shimoga—** | Miles. | | Miles. |
| | (*3′ 3⅜″ gauge*). | | | |
| | Birur to Shimoga . . . . . | 37·90 | Birur to Shimoga . . . 1-12-99 | 37·90 |

DIX 7—*continued.*



*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The line is constructed for a single track. The rails are steel 41¼ lb. to the yard laid on Mysore teak sleepers.<br><br>The country traversed is somewhat undulating and the length of curves amount to 8·20 miles. There are no curves under a radius of 1,500 feet. The ruling gradient is 1 in 89 for a length of 1·87 miles. There are also gradients of 1 in 90 for 8·28 miles. The important river crossed is the Bhadra by 11 spans of 60′ girders. | This line is worked by the Southern Mahratta Railway Company under an agreement, the terms of which will be found in Appendix K to this report. |

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | | | Total mileage. | Date of opening for public traffic. | | |
|---|---|---|---|---|---|---|---|
| 10(*a*) | **Bombay, Baroda and Central India—** | | | | | | |
| | (5′ 6″ *gauge*). | | | | | | |
| | *Main line—* | Miles. | Miles. | | *Main line—* | | Miles. |
| | Bombay (Colába) terminus to Ahmedabad | 309·64 | | | Colába to Marine lines | 18-1-70 | 2·00 |
| | Extension to Viramgám Junction and Wadhwán | 79·93 | | | Marine lines to Charni Road | 19-6-69 | 0·75 |
| | | | 389·57 | | Charni Road to Bellasis Road | 13-9-68 | 0·75 |
| | | | | | Bellasis Road to Bulsár | 28-11-64 | 121·00 |
| | | | | | Bulsár to Navsári | 2-9-61 | 24·25 |
| | | | | | Navsári to Sachin | 20-5-61 | 9·25 |
| | | | | | Sachin to Surat | 18-3-61 | 9·00 |
| | | | | | Surat to Amroli | 19-11-60 | 2·25 |
| | | | | | Amroli to Anklesvar | 10-2-60 | 28·75 |
| | | | | | Anklesvar to the Nerbudda | 5-12-60 | 5·50 |
| | | | | | Nerbudda to Broach | 22-6-60 | |
| | | | | | Broach to Baroda | 9-1-61 | 43·75 |
| | | | | | Baroda to Dholia | 22-4-61 | 11·25 |
| | | | | | Dholia to Mehmadabad | 3-9-62 | 33·25 |
| | | | | | Mehmadabad to Ahmedabad | 21-1-63 | 17·89 |
| | | | | | Ahmedabad to Sábarmati | 1-1-70 | 3·75 |
| | | | | | Sábarmati to Sánand | 24-5-71 | 13·75 |
| | | | | | Sánand to Viramgám | 30-11-71 | 22·75 |
| | | | | | Viramgám to Wadhwán | 25-5-72 | 39·68 |
| | | | | | | | 389·57 |
| | *Branches—* | | | | *Branches—* | | |
| | Anand Junction (269·50 miles from Bombay) to Godhra (*Godhra branch*) | 49·21 | | | *Godhra branch—* | | |
| | | | | | Anand to Dákor | 8-4-74 | 16·75 |
| | | | | | Dákor to Rukhyal | 6-1-75 | 1·75 |
| | | | | | Rukhyal to Hungari | 6-12-76 | 9·00 |
| | | | | | Hungari to Páli | 29-1-77 | 4·71 |
| | | | | | Páli to Godhra | 26-2-82 | 17·00 |
| | | | | | | | 49·21 |
| | Khárághoda in the Runn of Cutch, to Viramgám Junction (349·75 miles from Bombay on the Wadhwán extension on the Bombay, Baroda and Central India railway) (*Pátri branch*) | 22·12 | | | Pátri branch— | | |
| | | | | | Khárághoda to Viramgám | 12-5-73 | 22·12 |
| | | | 71·33 | | | | |
| | Carried over | | 460·90 | | Carried over | | 460·90 |

DIX 7—*continued.*

*on the 31st December 1900, alphabetically arranged.*

It has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The line is double from Colába to Dahanu, 78·28 miles; from Sachin to Anklesvar, 40·19 miles; from Broach to Baroda, 44·01 miles; and from Bárejadi to Ahmedabad, 10·21 miles—in all 172·69 miles. The work of doubling the line from Dahanu to Sachin 80·00 miles is in hand and from Anklesvar to Broach, 5 miles, is completed. The warren girders of the bridges have been renewed by steel plate girders. | The section from Colába to Marine lines was commenced in May 1865.<br>The estimates of the extension to Wadhwán were sanctioned on the 24th October 1870.<br>The following are the dates of sanction of the remaining sections of this line :—<br>Marine lines to Charni Road . . 1868<br>Charni Road to Grant Road . . . May 1863<br>Grant Road to Dádar . . . . July 1862<br>Dadar to 50th mile (from Colába) . . 1859<br>50th mile (from Colába) to Surat . . 1858<br>Surat to Ahmedabad . . . . 1857 and 1859<br>Ahmedabad to Viramgám . . . October 1870 |
| The Nerbudda viaduct had a complete double line of superstructure before the disaster of 1876; but on the reconstruction of the destroyed portion only a single line was provided on that part. Part of the double line on the standing portion was removed. The whole structure has, however, been replaced by an entirely new bridge, which was opened on the 16th May 1881. This bridge is constructed with piers for a double road, but only one set of girders has been erected. | |
| The main line is chiefly laid with double-headed steel rails, weighing 69lb. to the yard, except on the Wadhwán extension, which is, for the most part, laid with 60lb. iron rails and cast-iron pots. On the Ahmedabad-Viramgám section, however, 8 miles of road are being renewed annually with 69lb. steel rails. On the southern part of the line (Bombay to Broach) the rails are laid with creosoted pine sleepers fully ballasted with stone; on these parts the sleepers are left bare of ballast between the rails. On the rest of this division, and on the whole of the northern division, pot sleepers are used generally with sand ballast with a skin of stone to keep down the dust, but in a few cases with stone, and renewals are made with stone or gravel. | |
| On the double line from Virár to Dahanu, Amroli to Anklesvar and Broach to Miyagam, 82lb. bull-headed steel rails are laid on creosoted pine sleepers and based four-holed chairs and ballasted with stone and gravel ballast. | |
| On the double line from Miyagam to Itola 82lb. bull-headed steel rails are laid on cast-iron pot sleepers and ballasted with gravel ballast. | |
| On the double line Itola to Baroda 69lb. double-headed steel rails are laid on cast-iron pot sleepers and ballasted with gravel ballast. | |
| The main line is wholly fenced. As far as Ahmedabad it is all wire fence, except some 2 miles of cactus. From Ahmedabad to Wadhwán there are 37 miles of cactus and 43 miles of wire. | |
| The ruling gradient on the main line is 1 in 500, of which there are 63 in number aggregating 97·87 miles in length.<br>The formation and earthwork of the Godhra branch are for a single line; the rails are 61lb. and 69lb. steel, laid, with a few trifling exceptions, on iron pot sleepers with sand ballast. The 60lb. iron rails have been renewed with 69lb. steel rails. The line is located on the trunk road, and is fenced partly with cactus (8 miles), and partly with wire (41 miles). | |

P. T. O.

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earliar issue on this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | Total mileage. | Date of opening for public traffic. | |
|---|---|---|---|---|
| | | Miles. | | Miles. |
| 10 (*a*) | **Bombay, Baroda and Central India**—*concld.* | | | |
| | (*5′ 6″ gauge*). Miles. | | | |
| | Brought forward . 460·90 | | Brought forward . | 460·90 |
| | | | DOUBLE MAIN LINE— | |
| | | | Colába to Marine lines . 18-1-70 | 1·91 |
| | | | Marine lines to Charni Road . . . . 19-6-69 | 0·71 |
| | | | Charni Road to Bellasis Road . . . . 13-9-68 | 1·29 |
| | | | Bellasis Road to Máhim . 20-7-65 | 5·44 |
| | | | Máhim to Bándra . . 23-2-66 | 1·07 |
| | | | Bándra to Santa Cruz . 23-5-66 | 1·83 |
| | | | Santa Cruz to Andheri . 29-8-67 | 2·71 |
| | | | Andheri to Bháyndar . . 27-4-85 | 13·33 |
| | | | Bháyndar to Virár . . 1-10-85 | 10·34 |
| | | | Virár to Palghar . . 1-12-97 | 19·28 |
| | | | Palghar to Dahanu Road . 17-1-98 | 20·37 |
| | | | Dahanu Road to Gholvad . 20-4-00 | 6·68 |
| | | | Gholvad to Damaun . . 18-10-00 | 23·19 |
| | | | Sachin to Kánkra Khári . 4-7-87 | 6·36 |
| | | | Kánkra Khári to Surat . 5-6-68 | 2·72 |
| | | | Surat to Amroli . . 9-10-67 | 2·19 |
| | | | Amroli to Sayan . . 25-5-98 | 6·43 |
| | | | Sayan to Kim . . . 1-10-98 | 6·33 |
| | | | Kim to Anklesvar . . 11-12-99 | 16·16 |
| | | | Broach to Miyagam . . 15-10-99 | 25·42 |
| | | | Miyagam to Itola . . 15-9-97 | 7·82 |
| | | | Itola to Baroda . . 7-6-95 | 10·77 |
| | | | Bárejadi to Ahmedabad . 2-6-87 | 10·21 |
| | | | TOTAL DOUBLE LINE . | 202·56 |
| | TOTAL . | 460·90 | TOTAL OPEN MILEAGE . | 460·90 |
| 2 (*c*) | **Brahmaputra-Sultanpur**— | | | |
| | (*3′ 3⅜″ gauge*). | | | |
| | Santahar to Fulchhari . . . . . | 59·19 | Santahar to Bogra . . 1-4-99 | 24·50 |
| | | | Bogra to Davantola . . 5-4-00 | 22·02 |
| | | | Davantola to Bonarpara— | |
| | | | For goods traffic . . 1-8-00 } | 4·60 |
| | | | For passenger traffic . 15-9-00 } | |
| | | | Bonarpara to Fulchhari— | |
| | | | For goods traffic . . 1-9-00 } | 8·07 |
| | | | For passenger traffic . 15-9-00 } | |
| | | | TOTAL OPEN MILEAGE . | 59·19 |

**DIX 7—*continued.***



*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The ruling gradient on the Godhra branch is 1 in 200 of which there are 7 in number aggregating 4·05 miles in length.<br>The rails on the Pátri branch are flat-footed, weighing 48lb. to the yard and are laid on creosoted pine sleepers with sand ballast. On this branch 2 miles of road are being renewed annually with 50lb. steel rails.<br>This branch is unfenced.<br>The ruling gradient on the Patri branch is 1 in 300, of which there are 4 in number aggregating 0·74 miles in length.<br>There are no curves under a radiur of 1,000 feet.<br>The length and situation of gradients up to 1 in 100 are shown in the statement below: | The Pátri branch was constructed by the Bombay, Baroda and Central India Ralway Company at the expense of the State, and is worked under agreement by that Company as part of their own system. The capital outlay incurred by the State was charged against the Civil Works grant.<br>The dates of orders for survey and construction are 26th May 1870 and 13th June 1871 respectively.<br>The Gaekwar's Dabhoi, Mehsána and Petlád railways are worked under agreement by this Company. The terms of working the Dabhoi and Mehsána railways will be found in Appendix AA to Part II of the Railway Administration Report for 1897-98 and in Appendix M to Part II of the Railway Administration Report for 1893-94, respectively.<br>The Rajputana-Malwa State Railway has been leased to this Company from the 1st January 1885. The terms of the lease will be found in Appendix J to Part II of the Railway Administration Report for 1884-85. A supplemental agreement for working this line and branches and extending the lease to the 31st December 1905 will be found in Appendix G to this report. |

| SECTION OF LINE. | LENGTH OF GRADIENTS | |
|---|---|---|
| | 1 in 80. | 1 in 100. |
| | Miles. | Miles. |
| Main line, miles 197 and 198 from Bombay | ... | 0·06 |
| " " 259 and 260 " | ... | 0·13 |
| Godhra branch, miles 301 to 304 from Bombay | 1·32 | ... |
| Godhra branch, miles 315 and 316 from Bombay | ... | 0·05 |

| | |
|---|---|
| The permanent-way consists of 50lb. steel rails and sâl sleepers.<br>The ballast is of burnt brick.<br>The works are fairly heavy. The largest bridge, the Bengali, consists of 6 spans of 60 feet. The steepest grade is 1 in 180 and occurs at miles 13 and 14 in the two approaches to a bridge. Their lengths are 0·38 and 0·37 miles, respectively.<br>There are no curves under a radius of 1,000 feet. The line is unfenced, except at stations. | Date of orders for survey—<br>Sultanpur *viâ* Bogra to Fulchhari on the Brahmaputra . . . . . 7-10-90<br>The construction of the line was sanctioned in October 1896, and work started in January 1897. |

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | | Total mileage. | Date of opening for public traffic. | | |
|---|---|---|---|---|---|---|
| 25 (*a*) | Burma— | Miles. | | | | Miles. |
| | (*3′ 3⅜″ gauge*). | | | Rangoon to Prome . . | 2-5-77 | 161·00 |
| | *Irrawaddy line—* | | | | | |
| | Rangoon to Prome . . . . | 161·00 | | Rangoon to Pegu— | | |
| | | | | For goods traffic . . | 4-2-84 | 46·25 |
| | *Sittang line—* | | | For passenger traffic . | 26-2-84 | |
| | Rangoon to Toungoo . . . | 166·00 | | Pegu to Pyuntaza— | | |
| | | | | For goods traffic . . | 4-2-84 | 41·75 |
| | | | | For passenger traffic . | 10-7-84 | |
| | | | | Pyuntaza to Nyaunglebin— | | |
| | | | | For goods traffic . | 4-2-84 | 5·00 |
| | | | | For passenger traffic . | 1-8-84 | |
| | | | | Nyaunglebin to Toungoo . | 1-7-85 | 73·00 |
| | | | | Total Sittang line . | | 166·00 |
| | *Suburban lines* . . . . . | 9·00 | | Suburban lines— | | |
| | | | | For goods traffic . | 1-3-80 | 6·00 |
| | | | | | 15-7-90 | 3·00 |
| | | | | Total Suburban lines . | | 9·00 |
| | *Mandalay line—* | | | Toungoo to Thawutti— | | |
| | *Main line—* | | | For goods traffic . . | 1-5-88 | 44·00 |
| | Toungoo (166 miles from Rangoon on the Sittang line) to Mandalay | 220·00 | | For passenger traffic . | 11-7-88 | |
| | | | | Thawutti to Pyinmana— | | |
| | | | | For goods traffic . . | 1-5-88 | 15·00 |
| | | | | For passenger traffic . | 26-9-88 | |
| | | | | Pyinmana to Yaméthin— | | |
| | | | | For goods traffic . | 15-11-88 | 49·00 |
| | | | | For passenger traffic . | 1-3-89 | |
| | | | | Yaméthin to Mandalay . | 1-3-89 | 112·00 |
| | | | | | | 220·00 |
| | *Branches—* | Miles. | | *Branches—* | | |
| | Thazi to Myingyan . . | 70·10 | | Thazi to Meiktila Cantonment . . . | 10-5-93 | 12·89 |
| | | | | Meiktila to Myingyan . | 15-11-99 | 57·21 |
| | | | | Mandalay to Mandaly shore— | | |
| | Mandalay to Mandalay shore (*Mandalay shore branch*) | 2·50 | | For goods traffic . | April 1889 | 2·50 |
| | | 72·60 | | Total Mandalay line . | | 292·60 |
| | | 292·60 | | | | |
| | *Mu Valley line—* | | | Sagaing to Shwebo . | 1-7-91 | 53·05 |
| | *Main line—* | | | Shwebo to Wuntho— | | |
| | Sagaing (on the right bank of the Irrawaddy) to Myitkyina . . | 331·29 | | For goods traffic . . | 4-4-92 | 99·46 |
| | | | | For passenger traffic . | 15-3-93 | |
| | | | | Wuntho to Nankan . | 1-11-94 | 15·46 |
| | | | | Nankan to Mohnyin . | 21-10-95 | 74·35 |
| | | | | Mohnyin to Mogaung— | | |
| | | | | For goods traffic . | 1-3-96 | 52·34 |
| | | | | For passeger traffic . | 16-7-97 | |
| | | | | Mogaung to Myitkyina— | | |
| | | | | For goods traffic . | 1-1-98 | 36·63 |
| | | | | For passenger traffic . | 10-2-99 | |
| | | | | | | 331·29 |
| | Carried over . | 331·29 / 628·60 | | Carried over . | | 628·60 / 331·29 |

DIX 7—*continued.*

*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The Irrawaddy line is laid with steel rails, 50lb. to the yard, for a double track from Rangoon to Insein (9 miles), the remaining 152 miles being laid for a single track with 50lb. steel rails for 90 miles, 41¼lb steel for 29 miles and 40lb. iron for 33 miles. | |
| The bridging is heavy owing to the severe floods from the Irrawaddy river. The other works are light, as the country traversed is flat and low. | |
| The Sittang line is laid with steel rails, 50lb. to the yard, from Pazundaung to Pyinbongyi (62 miles), the remaining 104 miles being laid with rails, 41¼lb. to the yard, on pyinkado sleepers. The country traversed is similar to that through which the Irrawaddy line passes, except that there are about 50 miles of forest land on the Sittang line against about 27 miles on the Irrawaddy line. The bridging is also much heavier, there being on the Sittang line 15,730 lineal feet of water-way provided against 8,165 lineal feet on the Irrawaddy line. | The dates of orders for survey and construction are as follow:<br>*Dates for survey.* — *Dates for construction.*<br>Rangoon to Prome — 16-10-69 — 25-9-74<br>Rangoon to Toungoo — 17-8-74 — 23-5-81 |
| The permanent-way on the Mandalay line consists of 50lb. flat-footed steel rails, with deep web fish-plates of Bessemer steel. | The orders for the survey of the Mandalay line were issued in March 1886. |
| The ballast is either single or broken stone. | The construction of the line was sanctioned in October 1886, and work began on the first 60 miles from Toungoo in November 1886; on 40 miles from Mandalay southwards, in January 1887; on the section from mile 60 (from Toungoo) to mile 108, in April 1887; and on the remaing section from mile 108 to mile 180, in June 1887. |
| *Bridges*— Spans. Feet.<br>Swa river . . . . . 3 of 100; 1 „ 40<br>Nagalike . . . . . 3 „ 100; 2 „ 40<br>Sinthe . . . . . 4 „ 100<br>Samôn . . . . . 1 „ 150; 2 „ 40<br>Panloung . . . . . 5 „ 60<br>Myitngé . . . . . 4 „ 150; 2 „ 40<br>Mu . . . . . 4 „ 100; 2 „ 40<br>Meza . . . . . 3 „ 100; 10 „ 40<br>Namkwin . . . . . 2 „ 60; 6 „ 40<br>Namyin . . . . . 1 „ 100; 6 „ 40<br>Mogaung . . . . . 5 „ 100; 9 „ 40<br>Namti . . . . . 3 „ 60; 4 „ 40<br>Namkwi . . . . . 1 „ 100; 6 „ 40<br>Meiktila lake (Timber Trestle) . . 24 „ 15<br>Inflow to do. do. . . 27 „ 15 | |
| There are several other bridges with water-ways up to 200 lineal feet. | |
| All girder bridges on the Mandalay line are provided with floors and hand rails for military purposes. | |
| There are no great engineering difficulties, but much of the line passes through thick jungle. | |
| The line from Prome to Mandalay is fenced. | |
| The earthwork on the Thazi-Myingyan branch was carried out as a famine relief work, the bridging is partly of timber and partly of masonry with steel girders. The permanent-way consists of steel rails 41¼ and 50lb. to the yard, and the sleepers are of pyinkado. | Commencement of work on the Meiktila branch was sanctioned on the 1st January 1892 as a famine relief measure.<br>An extension of this branch to Myingyan was sanctioned and construction started in September 1898. |
| On the Mu Valley line masonry of bridges is mostly of brickwork. The permanent-way consists of 41¼lb. flat-footed steel rails, laid on sleepers of teak, pyinkado, ingyin and thitya. The ballast is all of broken stone or shingle. The line is generally unfenced, except at a few stations. | The construction of the main line, Sagaing to Kawlin and of the Myohaung branch, was sanctioned on the 17th October 1889, and work commenced about the 1st January 1890. |

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class No. | Name of line and mileage sanctioned. | | Total mileage. | Date of opening for public traffic. | |
|---|---|---|---|---|---|
| | | Miles. | Miles. | | Miles. |
| 25 (*a*) | **Burma**—*concld.* | | | | |
| | (*3′ 3⅜″ gauge*). | | | | |
| | Brought forward . | 331·29 | | Brought forward . | 628·60 |
| | | 628·60 | | | 331·29 |
| | *Branches*—(concld.) | | | *Branches*— | |
| | Sagaing (on the right bank of the Irrawaddy) to Alon (on the left bank of the Chindwin) . . . . . | 70·46 | | Sagaing to Alon . . 15-4-00 | 70·46 |
| | Myohaung (3 miles south of Mandalay station on the Mandalay line of the Burma railway) to the left bank of the Irrawaddy opposite Sagaing (*Myohaung branch*) . . . | 6·00 | | Myohaung to Amarapura shore— For goods traffic . 22-11-91 } For passenger traffic . 22-2-92 } | 6·00 |
| | Naba on the main line to Katha on the right bank of the Irrawaddy (*Katha branch*) . . . | 14·45 | | Naba to Katha . . 2-10-95 | 14·45 |
| | | 422·20 | | Total Mu Valley line . | 422·20 |
| | *Mandalay Kunlón section*— | | | Myohaung to Sédaw— | |
| | Myohaung (3 miles south of Mandalay station on the Mandalay line of the Burma railway) to the right bank of the Salween river . . | 222·99 | | For goods traffic . . 1-1-98 } For passenger traffic . 1-4-00 } | 13·00 |
| | *Bassein-Henzada-Letpadan railway*— | | | Sédaw to Maymyo . . 1-4-00 | 26·10 |
| | Letpadan (on Irrawaddy line) to Tharrawaddy on the east bank of the Irrawaddy river, thence through Henzada (on the west bank of the Irrawaddy) to the town of Bassein . . . | 119·01 | | Maymyo to Nawnghkio . 20-5-00 | 34·10 |
| | | | | | 73·20 |
| | | | | DOUBLE— | |
| | | | | *Irrawaddy line*— | |
| | | | | Rangoon to Kemmendine 30-10-89 | 3·54 |
| | | | | Kemmendine to Insein 10-1-90 | 5·50 |
| | | | | *Mandalay line*— | |
| | | | | Myohaung to Mandalay 3-10-99 | 2·45 |
| | | | | *Mu Valley line*— | |
| | | | | Nahakaung to Naba . 11-6-97 | 0·55 |
| | | | | | 12·00 |
| | TOTAL . | | 1,392·80 | TOTAL OPEN MILEAGE . | 1,124·00 |

DIX 7—*continued.*

*on the 31st December 1900, alphabetically arranged.*

't has not been possible to bring this statement fully up to date.

| Details of construction. | Remarks. |
|---|---|
| The steepest gradient on this line is 1 in 50, of which there are in all three lengths. These are situated between miles 204 and 207 on the Nahakaung-Katha section, and their aggregate length is 3.08 miles. There are in all 13 curves of a radius of 573 feet—the sharpest on the line; four on the Katha branch between miles 212 and 213·8, the total length being 1,568 feet, and 9 on the main line between miles 171 to 235 on the Nankhan-Mohyin section, 3,790 feet long. | The construction of the extensions from Kawlin to Gyodaung and from Gyodaung to Nankan was sanctioned in February and March 1891, respectively; but owing to the Wuntho insurrection work was not commenced till some months later. |
| On the Sagaing-Alon branch, the ruling gradient is 1 in 150 and the sharpest curve is 2°. The earthwork and bridging are not heavy, the latter being of stone or brick masonry and steel girders. The permanent-way consists of steel rails, 41½ and 50lb. to the yard on pyinkado sleepers; the ballast is of shingle and broken stone. | The construction of the extensions from Nankan to Mogoung and from Mogoung to Myitkyina was sanctioned in September 1892 and December 1895, respectively. |
| | Sanction was received in September 1898 to the construction of a branch line, 71·00 miles long, from Sagaing Station on the Mu Valley railway to Alon, a town on the Chindwin river. Work was commenced at once. |
| | Orders were given for the construction of the Mandalay-Kunlôn line in October 1895. |
| The Mandalay-Kunlôn line is being constructed for a single track with 50lb. steel rails and wooden sleepers. The sleepers will be of pyinkado, ingyin, thitya or oak, and average 2,200 to the mile. It is a mountain railway with a gradient of 1 in 40, except on the Maymyo Ghât (miles 13 to 28), where gradients of 1 in 25 have been sanctioned. The country traversed is, on the whole, difficult. | The working and construction of the Burma railways was made over to a company from the 1st September 1896—*vide* Appendix P to Part II of the Railway Administration Report for 1897-98. |
| | Sanction was received in February 1900 to the construction of the line from Letpadan to Tarrawaddy, a town on the east bank of the Irrawaddy through Henzada, on the west bank, to the town of Bassein, and work has been commenced. |
| The works and bridging generally are light for a mountain railway, with the exception of 1½ miles of very heavy work on the Maymyo Ghât; and a long, high viaduct, and two tunnels at the Gokteik gorge. This viaduct will consist of 10 spans of 120 feet, 5 spans of 60 feet and 2 spans of 55 feet supported on piers formed of steel trestles in pairs 40 feet apart. Total length of viaduct will be 2,260 feet and greatest height of rail level above ground 325 feet. | |
| Special locomotives are being designed for this railway, and the rolling-stock will all be on bogies, fitted with the automatic brake for easy and safe working on the heavy gradients and sharp curves. | |
| The following statement shows approximately the length of gradients steeper than 1 in 100 and of curves under a radius of 1,000 feet:— | |

| Section. | Gradients. | | | Curves. | |
|---|---|---|---|---|---|
| | 1/33 | 1/40 to 1/50 | 1/100 | Length. | Radius. |
| Mandalay (Myohaung) Salween— Mile 0 to 230·72 . . | Miles. 11·36 | Miles. 102·22 | Miles. 18·32 | Miles. 51·45 | Varying from 338 feet to 955 feet. |

The 11·36 miles of 1 in 25 gradients are on the Maymyo Ghât.

Wooden bridging will be used to a certain extent on the easier and flatter portions of the line.

The line will not be fenced.

On the Bassein-Henzada-Letpadan branch the large bridges will be of steel girders on iron cylinders and piles. The permanent-way will be of steel rails 50lb. to the yard on pyinkado sleepers.

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class. No. | Name of line and mileage sanctioned. | | Total mileage. | Date of opening for public traffic. | |
|---|---|---|---|---|---|
| | | Miles. | Miles. | | Miles. |
| 6 (*a*) | **Calcutta Port Commissioners'—** | | | | |
| | (*5′ 6″ gauge*). | | | | |
| | Cossipore to Chandpal Ghât, Calcutta . | 4·06 | | Bagbazar to Cossipore . 1-6-78 . | 1·14 |
| | | | | Bagbazar to Meerbohur Ghât 1-11-75 . | 1·76 |
| | | | | Meerbohur Ghât to Jetties . 1-6-78 . | 0·84 |
| | | | | Jetties to Chandpal Ghât . 1-12-80 . | 0·32 |
| | | | | Chandpal Ghât to Kidderpore docks . . . . 1-1-87 . | 2·16 |
| | Chandpal Ghât to Kidderpore docks . | 2·16 | | | 6·22 |
| | *Shalimar branch*— | | | *Shalimar branch*— | |
| | Telkul Ghât Road to Bhurpara Khal at Shalimar . . . . . | 2·31 | | Telkul Ghât Road to Bhurpara Khal at Shalimar . 11-12-84 . | 2·31 |
| | TOTAL . | | 8·53 | TOTAL OPEN MILEAGE . | 8·53 |

**DIX 7—*continued.***

***on the 31st December 1900, alphabetically arranged.***

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The line is laid partly with iron and partly with steel rails, weighing 60lb. to the yard, on Maclellan's patent embossed sleepers and sâl sleepers; packing and boxing is generally done with coal cinders and in some places with 1st class ballast. The line is fenced with wire and iron standards.<br>The line is laid partly with new rails on Maclellan's embossed sleepers and partly with East Indian railway second-hand material on transverse wooden sleepers, and packed with ballast. This section is fenced on the east side with wooden posts and rails.<br>There are 5 small curves aggregating 678 feet, the radii of which vary from 500 feet to 740 feet and the lengths from 74 feet to 200 feet.<br>The gradients up to 1 in 100 are:<br>1 of 1 in 80 . . . 300 feet in length,<br>and 1 of 1 in 90 . . . . 400 „ „<br>The Shalimar branch is laid partly with single-headed steel rails weighing 60lbs. to the yard, on Maclellan's patent embossed steel sleepers, and partly with East Indian railway second-hand iron rails laid on cast-iron ordinary chairs spiked on teakwood sleepers. Packing is done with coal cinders and ballast. The line is fenced with wire and iron standards with wooden gate posts. The openings across the line are secured with balance poles or iron gates. | The line from Cossipore to Chandpal Ghât is laid along the east side of the foreshore road, and junctions are effected at Chitpore and Bagbazar with the Eastern Bengal State railway and the Municipal railway, respectively.<br>This line serves the godowns, warehouses, and mills along the foreshore road, and also the jetties, and is used for goods traffic only. It was sanctioned in 1874.<br>This line is really a single line, but there are a large number of sidings for crossing trains and loading goods. There is a bridge over the Circular canal, the platform carrying the rails of which is constructed to lift and lower. This is to enable boats to pass when necessary.<br>From Chandpal Ghât to Kidderpore docks a line with sidings was at first laid in 1886, being included in the general sanction for the docks, and was used solely for the carriage of material for the construction of the docks. It was opened to general goods traffic in 1891.<br>The line is laid on the west side of the Howrah foreshore road and junction is effected with the East Indian railway on the north face of the overbridge across the ditch on the north of the Telkul Ghât Road. The line serves the workshops of Messrs. Burn and Company, the chawl golahs at Ramkrishtopore, the timber yard, flour and jute mills on the Howrah foreshore, as well as the several coal depôts at Shalimar, and is used for goods traffic only. The line is of a single track, and from it several sidings branch off to the jute and flour mills, etc. |

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class. No. | Name of line and mileage sanctioned. | Total mileage. | Date of opening for public traffic. | |
|---|---|---|---|---|
| | | | | Miles. |
| 7 (*c*) | **Cawnpore-Burhwál (metre gauge link)—** | | | |
| | (*3′ 3⅜″ gauge*). | | | |
| | Cawnpore (point of junction with the Cawnpore-Achnera section of the Rajputana-Malwa railway) *viá* Lucknow to Burhwál (point of junction with the Bahramghât branch of the Oudh and Rohilkhand State railway) . . | 79·60* | Burhwál to Daliganj . 24-11-96<br>Aishbagh to Cawnpore—<br>For goods traffic . 25-4-97<br>For passenger traffic . 15-5-97 | †34·57<br>‡45·03 |
| | * Carried over . | 79·60 | Carried over . | 79·60 |

* Excluding 3·66 miles of the existing line of the Lucknow-Bareilly railway between Daliganj and Aishbagh, which forms a part of the alignment of this line.
† Including the length, Burhwál to Bara Banki, 16·70 miles, laid on a mixed gauge.
‡ Including the length over the Cawnpore bridge, 0·59 mile, laid on a mixed gauge.

**DIX 7**—*continued.*



*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The line has been laid partly on a mixed (5′ 6″ and 3′ 3⅜″) gauge and partly on a separate 3′ 3⅜″ gauge track, except for 3·66 miles between Daliganj and Aishbagh where the existing line of the Lucknow-Bareilly railway has been utilized. Starting from the north of Burhwál station, on the Oudh and Rohilkhand State railway, it runs up to Bara Banki along a third rail laid inside the Oudh and Rohilkhand State railway line, and thence on to Malhaur a separate metre gauge track has been laid parallel to, and 14 feet distant from, the Oudh and Rohilkhand rails. From Malhaur it deviates to the east over new country and joins the Lucknow-Bareilly railway at the north end of Daliganj station. Passing through Daliganj the Lucknow-Bareilly rails are utilized to Aishbagh, where it crosses the Lucknow-Bareilly railway and runs for 2·08 miles over new country and joins the Cawnpore branch of the Oudh and Rohilkhand State railway at mile 2·80 from Lucknow, and thence runs parallel to the latter line up to the Cawnpore bridge station, whence a third rail has been laid across the Ganges bridge. After clearing the bridge the separate track, parallel to the Oudh and Rohilkhand rails, is resumed and followed up to and through the Cawnpore, Oudh and Rohilkhand State railway, station yard, and, passing on, crosses the Grand Trunk Road, Ganges canal, and East Indian railway goods siding on a grade crossing, and joins the Cawnpore-Achnera railway at mile 83·26.<br><br>Land has been taken up for a double line, except where the line runs alongside the Oudh and Rohilkhand State railway, but the bridges have been constructed for a single line only.<br><br>From Burhwál to Bara Banki the permanent-way consists of second-hand 60lb. steel rails, obtained from the Oudh and Rohilkhand State railway, laid on new deodar sleepers. On the independent line the main line is laid with new 50lb. steel rails on deodar sleepers, except for the last three miles at Cawnpore, which are laid with second-hand 60lb. steel rails obtained from the Oudh and Rohilkhand State railway. All sidings are of second-hand iron 60lb section rails.<br>There are no gradients of 1 in 100 or less.<br>The sharpest curve has a radius of 573 feet.<br><br>*Rails.*<br><br>SECTIONS. / 50lb. flat-footed Indian State railway steel rail. / 60lb. flat-footed steel rail. / TOTAL.<br>Burhwál to Daliganj—<br>Mixed gauge, 3rd rail . . ... 16·79 16·79<br>Independent line . . . 17·78 ... 17·78<br>Aishbagh to Cawnpore—<br>Mixed gauge, 3rd rail . . ... 0·59 0·59<br>Independent line . . . 40·48 3·96 44·44·<br>TOTAL . 58·26 21·34 79·60 | The construction of this line, which was sanctioned in October 1894 as a part of the project for linking up the metre gauge railway systems of Northern India, was commenced in November 1894. It has been constructed and is worked by the Oudh and Rohilkhand State railway. |

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class : No. | Name of line and mileage sanctioned. | Total mileage. | Date of opening for public traffic. | |
|---|---|---|---|---|
| | | Miles. | | Miles. |
| 7 (*c*) | **Cawnpore-Burhwal (metre gaugelink)**—*concld.* | | | |
| | (*3′ 3⅜″ gauge*). | | | |
| | Brought forward . | 79·60 | Brought forward . | 79·60 |
| | TOTAL . | 79·60 | TOTAL OPEN MILEAGE . | 79·60 |
| 31 (*a*) | **Cherra-Companyganj**—* | | | |
| | (*2′ 6″ gauge*). | | | |
| | Companyganj to Thariághât . . . 7·50 | | Companyganj to Thariághât . 16-6-86 | 7·50 |
| | Thariághât to Komora limestone quarry . 0 50 | | Thariághât to Komora limestone quarry . . . . . 1-1-90 | 0·50 |
| | | 8·00 | TOTAL OPEN MILEAGE . | *8·00 |
| 2 (*e*) | **Cooch Behar**— | | | |
| | (*2′ 6″ gauge*). | | | |
| | Gitaldaha (on the left bank of the Dharlla river opposite Mogalhát) to the town of Cooch Behar . . . . 22·38 | | Gitaldaha to Manshahi Junction— For goods traffic . . 15-9-93 } For passenger traffic . 1-3-94 } | 19·11 |
| | | | Manshahi Junction to the town of Cooch Behar . 15-12-98 | 3·27 |
| | | | | 22·38 |
| | Cooch Behar to Alipur (Cooch Behar-Santrabari extension, Native State section) . . . . . 11·40 | | Cooch Behar-Santrabari extension (Native States section)— Cooch Behar to temporary Alipur Duar (Kholta) . . . . 15-4-99 | 10·91 |
| | | | Temporary Alipur Duar (Kholta) to south bank of Kaljani river . . 18-1-1900 | 0·49 |
| | | | | 11·40 |
| | TOTAL . | 33·78 | TOTAL OPEN MILEAGE | 33·78 |

* Closed for traffic from 25th March 1900, and subsequently abandoned.

**DIX 7—*continued.***



*on the 31st December 1900, alphabetically arranged.*

It has not been possible to bring this statement fully up to date.

| Details of construction. | | | | Remarks. |
|---|---|---|---|---|
| *Sleepers.* | | | | |
| Sections. | Deodar. | Teak. | Total. | |
| Burhwál to Daliganj— Mixed gauge, 3rd rail, and independent line . . . | 34·57 | ... | 34·57 | |
| Aishbagh to Cawnpore— Mixed gauge, 3rd rail, and independent line . . . . | 44·03 | 1·00 | 45·03 | |
| Total . | 78·60 | 1·00 | 79·60 | |
| This line is cross-sleepered. The rails are steel, Vignole's pattern, 25lb. to the yard. With the exception of 0·50 mile near Therria, laid with wooden sleepers, the sleepers are steel, having a central corrugation with the convexity laid downwards. The rail is fastened by a tie and clips.<br>The sleepers are 45 inches long, 8 to each rail of 21 feet.<br>The line from Thariághât to Komora is laid with 18lb. steel rails on wooden sleepers.<br>The steepest gradient on this line is 1 in 42·30 for a length of 1,250 feet; there are seven curves under a radius of 1,000 feet; their aggregate length is 3,910 feet and their radii vary from 350 to 800 feet.<br>A quarry extension, about half a mile in length, is laid with 18lb. steel rails on wooden sleepers on a gradient of 1 in 100. | | | | The line was closed on the 27th March 1899 owing to flood damages. A fair weather surface line, which was opened for goods traffic on the 3rd January 1900, was closed on the 25th March 1900, the line has since been abandoned. |
| The line runs through an easy country on an embankment, 12 feet wide. It is single throughout.<br>For 18·38 miles the rails are steel, 25lb to the yard, laid on pyinkado sleepers (5′ × 8″ × 4″); 15·35 miles are of 40lb. iron rails on sâl sleepers (6′ × 8″ × 4½″).<br>The line is unballasted.<br>The bridges, except three arched culverts, are of brickwork with metre gauge girders.<br>The line is unfenced.<br>There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet, on the main line. There are, however, two curves on a fair weather line to the Gitaldaha ghât, the lengths of which are 322 and 436 feet and the radii 500 and 420 feet, respectively. | | | | The trial survey was ordered in May 1891, and the final survey in November of that year. Construction was sanctioned on the 28th of September 1891 and work started in December. The line is being worked by the Eastern Bengal State railway.<br>An extension of the Cooch Behar line to the town of Cooch Behar, 3·72 miles in length, was sanctioned for construction in August 1895 and work commenced in January 1897.<br>The survey of the Cooch Behar-Alipur section was ordered in January 1896 and final survey made in September of that year. Construction was sanctioned in December 1897 and work started in January 1898. |

*P. T. O.*

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class : No. | Name of line and mileage sanctioned. | Total mileage. | Date of opening for public traffic. | Miles. |
|---|---|---|---|---|
| 23 (*a*) | **Darjeeling-Himalayan—** | Miles. | | |
| | (*2′ 0″ gauge*). | | | |
| | Siliguri [328 miles from Sealdah (Calcutta)] on the northern section of the Eastern Bengal State railway to the Darjeeling bazar | 51·00 | Siliguri to Kurseong . . 23-8-80 | 31·75 |
| | | | Kurseong to Sonáda . . 1-2-81 | 9·50 |
| | | | Sonáda to Ghúm . . . 5-4-81 | 5·87 |
| | | | Ghúm to Darjeeling . . . 4-7-81 | 3·63 |
| | | | Darjeeling to the Darjeeling bazar . . . . 16-6-86 | 0·25 |
| | | | TOTAL OPEN MILEAGE . | 51·00 |
| 1 (*b*) | **Delhi-Umballa-Kalka—** | | | |
| | (*5′ 6″ gauge*). | | | |
| | Delhi on the East Indian railway, *viâ* Karnál and Umballa, to Kalka . . . . . | 162·24 | Delhi to Kalka . . . 1-3-91 | 162·24 |
| 16 (*a*) | **Deoghur—** | | | |
| | (*3′ 3⅜″ gauge*). | | | |
| | Baidyanáth (200·25 miles from Howrah on the chord line, East Indian railway) to Deoghur . . . . | 4·79 | Baidyanáth to Deoghur . 23-12-82 | 4·79 |

**DIX 7—*continued.***

***on the 31st December 1900, alphabetically arranged.***

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The line is single throughout.<br>The road has almost continuous curves and windings as it passes across the mountains. Of curves with radii varying from 60 feet (the sharpest) to 1,000 feet, there is a total length of 35·55 miles throughout the line.<br>Of gradients there are 40·69 miles of 1 in 50 and less; 1·68 miles of 1 in 51 to 1 in 80; and 0·45 mile of 1 in 81 to 1 in 100—the steepest being 1 in 25·70 up-hill.<br>The line which was originally laid with iron rails, 30lb to the yard, on the plains portion, has been relaid with iron rails 40lb to the yard. Steel rails, 41¼lb to the yard, are laid on the hill portion. Of the Terai, 2·50 miles have been renewed with 41¼lb, steel rails. Sâl, oak and chestnut sleepers are in use, but are being gradually renewed with sâl only under 41¼lb rails.<br>The line is now ballasted up to the 9th mile, a portion of this length near Siliguri being laid with sand. Elsewhere the ballast is of gravel.<br>Half the width of the cart-road has been reserved for cart and other traffic. | The line was originally known as the Darjeeling steam tramway, and was constructed by a private company with a provincial guarantee from the Government of Bengal that the gross receipts shall be made up to Rs. 2,00,000 per annum. |
| The line passes through a country generally level and open till above Umballa, where the rise towards the Himalayas commences. In the last 10 miles into Kalka, the country is hilly and the ascent very steep.<br>The permanent-way consists of double-headed steel rails, 75lb to the yard, laid on Denham-Olphert's sleepers.<br>The minimum radius of curve is 1,350 feet; the steepest gradient is 1 in 40 for about 3·98 miles into Kalka.<br>The whole length is fenced.<br>The length and situation of gradients up on in 100 are as shown below: | The Delhi-Umballa-Kalka Railway Company was formed in January 1889.<br>The survey between Delhi and Umballa was carried out during November and December 1888. The portion of the line between Umballa and Kalka had been previously surveyed under the orders of the Punjab Government, and the staking out of this length was at once taken in hand by the company.<br>The line is worked and maintained by the East Indian Railway Company under an agreement, the terms of which will be found in Appendix H to Part II of the Railway Administration Report for 1888-89. |

| SECTION OF LINE. | LENGTH OF GRADIENTS. | | |
|---|---|---|---|
| | 1/60 & less. | 1/80 | 1/81 to 1/100 |
| | Miles. | Miles. | Miles. |
| Between 149 and 154·98 miles from Delhi | ... | 3·29 | 0·85 |
| Between 154·98 and 160·47 miles from Delhi | 5·78 | ... | ... |

| | |
|---|---|
| The line passes over an undulating country. The sharpest curve has a radius of 2,640 feet and a length of 3,000 feet. About 2·08 miles are on a grade of 1 in 80 and 0·69 mile on a grade of 1 in 100. The permanent-way is laid with 36lb steel rails on wooden sleepers. The line is ballasted throughout, but is unfenced. | Messrs. Burn & Co., contractors, undertook the construction of this railway with capital raised locally without any guarantee, but with a free gift of land. They commenced work in October 1881.<br>The Rohini branch (1·50 miles), which had been constructed and opened for public traffic on the 1st July 1883, was closed with effect from the 1st November 1885 in consequence of the insufficiency of traffic. |

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | Total mileage. | Date of opening for public traffic. | |
|---|---|---|---|---|
| | | Miles. | | Miles. |
| 9 (*b*) | **Dhond-Manmad—** | | | |
| | (*5′ 6″ gauge*). | | | |
| | Dhond (166·06 miles from Bombay, Victoria terminus), on the south-east line of the Great Indian Peninsula Railway to Manmád (161·66 miles from Bombay, Victoria terminus), on the north-east line of the Great Indian Peninsula railway . . . . . | 145·44 | Dhond to Ahmednagar . 15-3-78 | 50·41 |
| | | | Ahmednagar to Manmád . 17-4-78 | 95·03 |
| | | | TOTAL OPEN MILEAGE . | 145·44 |
| 21 (*d*) | **Dhrangadra—** | | | |
| | (*3′ 3⅜″ gauge*). | | | |
| | Wadhwăn junction with the Bhávanagar-Gondal-Junágad-Porbandar, Bombay, Baroda and Central India and Morvi railways (104 miles from Bhávanagar on the Bhávnagar-Gondal-Junagad-Porbandar railway) to Dhrángadra . | 20·83 | Wadhwán Junction to Dhrángadra— | |
| | | | For goods traffic . . . 1-6-98 | 20·83 |
| | | | For passenger traffic. . 25-6-98 | |

DIX 7—*continued.*

*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The line is constructed for a single track; the rails are chiefly double-headed steel, 69 lb. to the yard, laid on iron pot sleepers. The ballast consists entirely of sand and shingle,—shingle being used for the most part between Dhond and Lákh and sand between Lákh and Manmád.<br><br>The line is fenced with wire fencing throughout.<br><br>The ruling gradient is 1 in 100 and extends over a length of 30·10 miles. There are no curves under a radius of 1,000 feet. | The dates of orders for survey and construction are the 18th March 1876 and 25th August 1877, respectively.<br><br>The object of this chord line is to connect the railway system of Northern and Southern India without the necessity of ascending and descending the great barrier of the Western Ghâts. The line was put in hand for famine relief purposes in 1877, and was laid throughout before the rains of 1878.<br><br>The line is worked and maintained, by the Great Indian Peninsula railway. |
| The permanent-way consists of steel flat-footed rails, weighing 41½ lb. to the yard, laid on deodar sleepers.<br><br>The line is unfenced.<br><br>There are no curves under a radius of 1,000 feet.<br><br>The ruling grade is 1 in 175. | The construction of this line, sanctioned in December 1897, was carried out at the expense of the Dhrángadra State by the Bhávnagar-Gondal-Junágad-Porbandar railway administration, and is worked by it under the direction of a board of control consisting of representatives of each of the proprietary States. |

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | Miles. | Total mileage. | Date of opening for public traffic. | Miles. |
|---|---|---|---|---|---|
| 14 (*a*) | **Dibru-Sadiya—** | | Miles. | *Main line—* | |
| | (*3′ 3⅜″ gauge*). | | | Lower steamer ghat on the left bank of the Brahmaputra river, near Dibrugarh, eastward as far as the Dinjan stream, for goods traffic only in October 1882 (15 miles). | |
| | *Main line—* | | | | |
| | Dibrugarh (on the left bank of the Brahmaputra river) *viâ* Makum Junction to Dihing bridge . . | 61·50 | | Dibrugarh to Makum Junction 16-7-83 | 38·50 |
| | *Tálap branch—* | | | Makum Junction to Dihing bridge . . . . 2-5-84 | 23·00 |
| | Makum Junction to Tálap . . | 16·00 | | | 61·50 |
| | | | 77·50 | | |
| | | | | *Tálap branch—* | |
| | | | | Makum Junction to Dum-Duma . . . . 2-5-84 | 10·00 |
| | | | | Dum-Duma to Tálap . . 5-2-85 | 6·00 |
| | | | | | 16·00 |
| | | | | TOTAL OPEN MILEAGE . | 77·50 |

**DIX 7—*continued.***

*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The line throughout was originally laid with steel rails, 41¼lb. to the yard, but these are now gradually being renewed and replaced by 50lb. steel rails, 19 miles from Dibrugarh having been so renewed.<br>The length from steamer ghát to Tálap *viâ* Makum Junction is constructed on the existing Government road, except for 2·75 miles from the ghát, 1·50 miles from Dibrugarh station east, 0·25 mile at mile 16, 2 miles at the 43rd and 44th miles, and 0·50 mile from Dum-Duma river to the Bisakopi.<br>The culverts which were in existence have been utilized, as far as practicable, with such slight additions and alterations as were necessary; but timber bridges have been erected over the Bor Hapjan, Singlijan, Dibru, and Bisakopi rivers and brick abutments and one central pier have been built, and rolled iron girders laid across the Dinjan river. The timber bridges over the Tipúk Jan, Sessaján, Borbil and Digboi (No. 1) rivers have been replaced by brick abutments and steel girders. Brick culverts have been constructed at miles 44·50, 25·50, 50·75, 55·00 and 59·00 on the main line; and at miles 40·75 and 41·75 on the Tálap branch, and a 6' arched culvert has been built taking the place of Digboi No. 2 bridge at mile 53·50.<br>The extension to Dihing bridge is cut entirely through thick forest.<br>The line is unfenced and unballasted for one mile from Lower Ghât, and for 16 miles between Makum Junction and Tálap. On the rest of the line broken stone ballast has been used.<br>There are no gradients of 1 in 100 or less.<br>Curves under a radius of 1,000 feet are noted below: | The contract with this company, which was formed in England by Messrs. Shaw, Finlayson and Co., will be found in Appendix F to the Railway Administration Report for 1881-82. |

| Section of line. | Length. | Radii. |
|---|---|---|
| Main line— | Feet. | Feet. |
| Mile 56 from Dibrugarh . . . | 747 | 800 |
| „ 61 „ „ . . . | 635 | 700 |
| Talap branch— | | |
| Mile 40·25 from Dibrugarh . . . | 290 | 750 |

P T. O.

**Appendix 7.**
**History of Railways.**

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | | | Total mileage. | Date of opening for public traffic. | | |
|---|---|---|---|---|---|---|---|
| | | Miles. | Miles. | | | | Miles. |
| 5 (*a*) | **East Coast—** | | | Miles | *Main line—* | | |
| | (*5′ 6″ gauge*). | | | | Washermenpet to Ennúr | 22-2-96 | 7·00 |
| | *Main line—* | | | | Ennúr to Gudur | 23-2-99 | 74·60 |
| | Washermenpet to Ennúr | 7·00 | | | Gudur to Nellore | 1-11-88 | 24·24* |
| | Ennúr to Gudur | 74·60 | | | Nellore to Kistna Canal Junction | 20-12-98 | 154·13 |
| | Gudur to Nellore | 24·24 | | | Kistna Canal Junction to Bezwada | 15-7-97 | *2·66 |
| | Nellore to Kistna Canal Junction | 154·13 | | | Tadêpalli to Bezwada— | | |
| | Kistna Canal Junction to Bezwada | *2·66 | | | For 3′ 3⅜″ gauge traffic only | 1-1-94 | †2·99 |
| | Tadêpalli to Bezwada | †2·99 | | | Bezwada station Facing Points to distant signal of the Bezwada extension | 10-2-89 | 0·22 |
| | Bezwada Station Facing Points to the distant signal of the Bezwada Extension | 0·22 | | | Bewzada to the south bank of the Gódávari | 20-2-93 | 88·58 |
| | Bezwada to Kovvúr, right bank of the Gódávari opposite Rajahmundry (permanent line) | 88·58 | | | Rajahmundry to Kovvúr— | | |
| | Rajahmundry to Kovvúr | 4·55 | | | For goods traffic | 6-8-00 | 4·55 |
| | Gódávari North to Vizianagram *viâ* Waltair | 158·92 | | | For passenger traffic | 30-8-00 | |
| | Vizianagram to Parlákimedi Road | 55·20 | | | Gódávari, North, to Vizianagram *viâ* Waltair— | | |
| | Parlákimedi Road to Palasa | 33·11 | | | For goods traffic | 15-7-93 | 158·92 |
| | Palasa to Berhampore-Ganjam | 45·76 | | | For passenger traffic | 21-8-93 | |
| | Berhampore-Ganjam to Rambha | 29·56 | | | Vizianagram to Parlákimedi Road | 20-7-94 | 55·20 |
| | Rambha to Khurda Road | 61·54 | | | Parlákimedi Road to Palasa— | | |
| | Khurda Road to Bhubaneshwar | 11·76 | | | For goods traffic | 17-12-94 | 33·11 |
| | Bhubaneshwar to Cuttack Road (Barang) | 10·32 | | | For passenger traffic | 1-4-95 | |
| | | | 762·48 | | Palasa to Berhampur-Ganjam | 1-4-95 | 45·76 |
| | | | | | Berhampur-Ganjam to Rambha— | | |
| | | | | | For goods traffic | 1-9-95 | 29·56 |
| | | | | | For passenger traffic | 15-10-95 | |
| | | | | | Rambha to Khurda Road | 1-3-96 | 61·54 |
| | | | | | Khurda Road to Bhubaneshwar— | | |
| | | | | | For goods traffic | 20-7-96 | 11·76 |
| | | | | | For passenger traffic | 1-9-96 | |
| | | | | | Bhubaneshwar to Cuttack Road (Barang) | 1-2-97 | 10·32 |
| | | | | | | | 762·48 |
| | *Branches—* | | | | *Branches—* | | |
| | Samalkot Junction (32·50 miles from Gódávari, North) to Coconada port (*Coconada branch*) | 10·33 | | | Samalkot Junction to Coconada port— | | |
| | Waltair Junction (125·50 miles from Gódávari, North) to Vizigapatam, including Wharf and Swamp lines (*Vizigapatam branch*) | 4·97 | | | For goods traffic | 15-7-93 | 10·33 |
| | Khurda Road (372·75 miles from Gódávari, North) to Puri (*Puri branch*) | 25·34 | | | For passenger traffic | 21-8-93 | |
| | Puri branch extension | 1·84 | | | Waltair to Vazigapatam including wharf, 0·82 mile— | | |
| | Naupada Salt factory | 2·61 | | | For goods traffic | 15-7-93 | 4·97 |
| | | | 45·09 | | For passenger traffic | 21-8-93 | |
| | | | | | Swamp line— | | |
| | | | | | For goods traffic | 1-10-94 | |
| | | | | | Khurda Road to Puri | 1-2-97 | 25·34 |
| | | | | | Temporary Puri station to new Puri station | 1-6-98 | 1·84 |
| | | | | | Naupada Salt factory | 7-6-00 | 2·61 |
| | | | | | | | 45·09 |
| | **TOTAL** | | | 807·57 | **TOTAL OPEN MILEAGE** | | 807·57 |

* 5′ 6″ gauge.
† Including 2·66 miles (mixed gauge) and 0·33 miles (3′ 3⅜″ gauge).

DIX 7—*continued.*

*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| On the Washermenpet-Ennúr section, the permanent-way consists of flat-footed 75 lbs. steel rails (E. C. S. Ry. pattern) with 5-holed fishplates laid on wooden sleepers. There are no gradients of 1 in 100 or less. The sharpest curve is 1,910 feet in radius.<br>On the Ennúr-Kistna Canal section, the permanent-way consists of 75 lbs. flat-footed steel rails with 4-holed fishplates laid on wooden sleepers. There are no gradients so steep as 1 in 100, or curves under a radius of 1,000 feet.<br>The ruling gradient from Washermenpet to Kistna Canal Junction is 1 in 200, of which there are 56 in number, aggregating 36·89 miles in length.<br>On the Kistna Canal, Barang section, the permanent-way consists of 75 lbs. F. F. steel rails with 5-holed fishplates, 284 miles being laid with wooden and the rest with steel pea-pod sleepers.<br>The ruling gradient is 1 in 150, of which there are 119 in number aggregating 76·06 miles in length. There are no curves under a radius of 1,000 feet.<br>The whole line has been constructed for a single track, except the length Waltair to Junction (mile 212·50) or a total length of 4 miles on which the bridges and earthwork are constructed for a double line. Only some of the station yards and first class level crossings are fenced on the whole line. The main line is not fenced.<br>There are many bridges over rivers, irrigation channels and distributaries, and, omitting the 111 spans of 40′ girders in the Gudúr-Nellore section, the following is the list of some important bridges on the whole line:—<br>Ennúr creeks . . . 30 spans of 40 ft.<br>Swarnamukhi . . . 22 „ „ 40 „<br>Penner . . . . 23 „ „ 70 „<br>and 5 „ „ 40 „<br>Palar . . . . . 21 „ „ 40 „<br>Gundlakama . . . 13 „ „ 60 „<br>Kistna . . . . 12 „ „ 300 „<br>Gódávari (un-open) . . 56 „ „ 150 „<br>Tuni . . . . . 4 „ „ 100 „<br>Anakápalli . . . . 6 „ „ 100 „<br>Beemasingha . . . 5 „ „ 100 „<br>Nellimarla . . . . 4 „ „ 100 „<br>Lyàngulya . . . . 7 „ „ 150 „<br>Vamsadhara . . . 19 „ „ 70 „<br>Rushikulya . . . . 10 „ „ 150 „ | The construction of Washermenpet-Ennúr section, which was sanctioned in August 1894, was carried out by the Madras Railway Company and was worked by that Company up to the 1st July 1899 when it was taken over by the State and amalgamated with the East Coast Railway.<br>The construction of the line from Ennúr to Kistna Canal Junction was sanctioned in July 1895.<br>The portion from Gudur to Nellore, which had been laid to 3′ 3⅜″ gauge in order to utilize South Indian Railway rolling-stock, had to be widened to 5′ 6″ gauge. The heavy work of changing all the girders, including 111 spans of 40 feet, and rebuilding much of the masonry, was completed before the monsoon, and the conversion to 5′ 6″ gauge finally effected on 1st November when the East Coast Railway opened and is working the section.<br>The survey of the section from Kistna Canal Junction to Barang, excepting the Puri branch, was ordered in September 1889. The construction was sanctioned in July 1890, and it was decided to make the railway by State agency. The portion beyond Barang has been constructed by the Bengal-Nágpur Railway Company.<br>The construction of the Puri branch was sanctioned in July 1895. |

P. T. O.

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | Miles. | Miles. | Total mileage. | Date of opening for public traffic. | | Miles. |
|---|---|---|---|---|---|---|---|
| 2 (*a*) | **Eastern Bengal—** | | | Miles. | | | |
| | (*5′ 6″ gauge*). | | | | | | |
| | EASTERN SECTION— | | | | EASTERN SECTION— | | |
| | *Main line—* | | | | *Main line—* | | |
| | Calcutta to Jagati Junction . | 107·25 | | | Calcutta to Ránaghat . . | 29-9-62 | 45·25 |
| | Jagati Junction to 145th mile . | 37·82 | | | Ranaghat to Jagati Junction . | 15-11-62 | 62·00 |
| | | | 145·07 | | Jagati Junction to 145th mile | 1-1-71 | 37·82 |
| | | | | | | | 145·07 |
| | *Branches—* | | | | *Branches—* | | |
| | Jagati Junction to river Ganges (*Kooshtea branch*) . . | 3·77 | | | Jagati Junction to river Ganges . . . . | 16-2-64 | 3·77 |
| | Kooshtea loop line . . . | 1·17 | | | Kooshtea loop line . . | 1-8-81 | 1·17 |
| | Canal Junction to Chitpore (*Chitpore branch*) . . | 2·00 | | | Canal Junction to Chitpore . | 25-8-73 | 1·88 |
| | Panchooria Junction to new Goalundo . . . . | 3·24 | | | Portion in Chitpore yard for goods traffic . . . | 13-4-88 | 0·12 |
| | Mile 145 to Panchooria Junction . . . . . | 3·16 | | | Panchooria Junction to new Goalundo . . . . | 22-10-98 | 3·24 |
| | Panchooria Junction to Faridpore . . . . . | 16·20 | | | Mile 145 to Panchooria Junction . . . . . | 1-4-90 | 3·16 |
| | Belgáchhi to the Ganges . | 2·30 | | | Panchooria Junction to Shivarampore . . . | 20-10-98 | 8·77 |
| | Bhydea Junction to Borat . | 3·17 | | | Shivarampore to Faridpore . | 9-4-99 | 7·43 |
| | Panchooria Junction to the Ganges (*Fakirabad line*) . | 6·00 | | | Belgáchhi to the Ganges— | | |
| | | | 41·01 | | For goods traffic . . . | 27-10-98 | 2·30 |
| | | | | | Bhydea Junction to Borat . | 7-6-97 | 3·17 |
| | | | | | | | 35·01 |
| | *Porádaha branch—* | | | | Porádaha to Bhairámára . | 19-1-78 | 11·79 |
| | Porádaha (102·72 miles from Calcutta) to Bhairámára on the right bank of the Ganges . . . . . | 11·79 | | | Bhairámára to Golabnuggur (Dámukdia) . . . | 8-12-83 | 6·10 |
| | Bhairámára to Golabnuggur (Dámukdia station) . . | 6·10 | | | | | 17·89 |
| | | | 17·89 | | | | |
| | | | 203·97 | | Total Eastern section | | 197·97 |
| | SOUTHERN SECTION— | | | | SOUTHERN SECTION— | | |
| | *Original line—* | | | | *Original line—* | | |
| | Calcutta to Port Canning . | 28·04 | | | Calcutta to Chámpaháti . | 2-1-62 | 15·00 |
| | Junction with Eastern section . | 0·41 | | | Chámpaháti to Port Canning | 15-5-63 | 12·79 |
| | | | 28·45 | | Junction with Eastern section . . . . . | 15-8-85 | 0·41 |
| | | | | | Bansra diversion . . . | 5-3-1900 | 0·25 |
| | | | | | | | 28·45 |
| | Carried over . | 28·495 | 203·97 | | Carried over . | | 197·97 / 28·45 |

**DIX 7—*continued.***



***on the 31st December 1900, alphabetically arranged.***

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| Between Calcutta and Rajbári the land and earthwork and masonry for bridges were originally constructed for double line whilst the piles and right-hand girders of screw-pile bridges beyond Porádaha were made strong enough for double line. One track was originally laid throughout, but this has been doubled in 1886 to Naihâti, in 1892 to Rânaghat, and in 1897 to Porádaha. The rails are double-headed. They were originally iron, 74 lbs. to the yard ; but iron rails, 68, 72 and 85 lbs. to the yard, also exist.<br>The iron rails have been and are being largely replaced by steel rails, 30 ft. and 40 ft. long, 72 lbs., 73 lbs., 74 lbs. and 75 lbs to the yard.<br>The second track between Sealdah and Porádaha consists entirely of steel rails, 73 lbs. and 75 lbs., per yard on Denham-Olphert's sleepers. | The line from Calcutta to Kooshtea was commenced on the 16th April 1859. The Kooshtea branch was opened for passenger traffic in 1868.<br>The Goalundo extension was commenced in the cold season of 1865-66 and completed in 1871.<br>The estimate for the Chitpore branch was sanctioned on the 12th April 1873. The line was completed and opened for goods traffic on the 25th August 1873, but the length was not included with the open mileage until 1874.<br>There is a branch, ½ mile in length, at Shâmnagar which is treated as a siding. It was opened in April 1868. |
| The sleepers on the main line were orginally creosoted pine, hardwood and sál, and on branches cast-iron bowl sleepers. Wooden sleepers have been and are being largely replaced by Denham-Olphert's sleepers. | In 1887 the terminus at the Goalundo end was removed from old Goalundo to a point north of Rajbári. The extension to Panchooria, 6 miles east of Rajbári, was opened for goods traffic in August 1887 and used for country boat traffic only. It was opened for passanger traffic on the 1st April 1890.<br>The survey of the Rajbári-Faridpore branch was ordered in December 1895.<br>The construction of the line was sanctioned in February 1897 and the work started in March 1897.<br>The Kooshtea branch has been reduced from 4 to 3·77 miles, part of it being treated as a siding since the construction of the Kooshtea loop line.<br>The rails on the portion of line from the Kooshtea engine shed to old Kooshtea, 0·75 mile, have been taken up.<br>The lines from Belgáchhi and Panchooria to the Ganges and from Rajbári to Lalgola (new station) were sanctioned for construction in February 1896.<br>The Eastern Bengal railway was acquired by the State on the 1st July 1884, and on the same date the Porádaha branch of the Northern Bengal State railway was permanently amalgamated with the Eastern Bengal State railway. |
| The Porádaha branch is laid with rails, 72lb. to the yard, on iron pot sleepers.<br>The Dámukdia extension beyond Bhairámára is laid on Denham-Olphert's sleepers with steel rails, 75lb. to the yard.<br>This section is fenced throughout. | Sanction to the construction of the Porádaha-Bhairámára and Bhairámára-Golabnuggur sections was given on the 4th April 1876 and 22nd September 1883, respectively.<br>A steam ferry in connection with the train services plies on the Ganges between Golabnuggur and Sára ghât.<br>The doubling of the line between Naihâti and Sealdah was sanctioned in July 1884 and completed in 1886-87, between Naihâti and Kánchrapára and Kánchrapára and Rânaghat was sanctioned in May 1891 and October 1891, respectively, and completed in 1892, and between Rânaghat and Porádaha Junction was sanctioned in December 1895, and completed in 1897.<br>The Raita extension, 5 miles in length, was surveyed in 1886, sanctioned in May 1890, and completed in September 1890. It branches off from Dámukdia Junction about 16 miles from Porádaha station, and is treated as a siding.<br>The Golbatan extension, 2·84 miles in length, which branches off from a point 8 miles 320 feet on the Porádaha branch, was sanctioned for construction in January 1895 and opened for goods traffic on 9th November 1896. It is treated as a siding. |

134498

Appendix 7.
History of Railways.

APPEN

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | | | Total mileage. | Date of opening for public traffic. | | |
|---|---|---|---|---|---|---|---|
| | | Miles. | Miles. | | | | Miles. |
| 2 (*a*) | **Eastern Bengal**—*contd.* (*5′ 6″ gauge*)—*concld.* | | | | | | |
| | Brought forward | | 28·45 | 203·97 | Brought forward | | 197·97<br>28·45 |
| | SOUTHERN SECTION—*concld.* | | | | SOUTHERN SECTION—*concld.* | | |
| | *Diamond Harbour line*— | | | | *Diamond Harbour line*— | | |
| | Sonárpur to Magra Hát | 14·85 | | | Sonárpur to Baruipur | 10-6-82 | 5·30 |
| | Magra Hát to Diamond Harbour | 12·69 | | | Baruipur to Magra Hát | 18-12-82 | 9·55 |
| | Diamond Harbour towards Hara fort | 0·42 | | | Magra Hát to Diamond Harbour | 25-4-83 | 12·69 |
| | | | 27·96 | | Diamond Harbour towards Hara fort | 25-4-83 | 0·42 |
| | | | | | | | 27·96 |
| | *Budge Budge extension*— | | | | *Budge Budge extension*— | | |
| | Ballygunge (4·25 miles from Sealdah on the Southern section) to Budge Budge | | 13·66 | | Ballygunge to Budge Budge— | | |
| | | | | | For goods traffic | 1-5-90 | 13·66 |
| | | | | | For passenger traffic | 1-6-90 | |
| | | | | 70·07 | Total Southern section | | 70·07 |
| | | | | | DOUBLE—EASTERN SECTION— | | |
| | | | | | *Main line*— | | |
| | | | | | Calcutta to Naiháti | 1-8-86 | 23·23 |
| | | | | | | 21-3 87 | 0·26 |
| | | | | | Naiháti to Kánchrapára | 20-4-92 | 4·69 |
| | | | | | Kánchrapára to Ránaghat | 12-11-92 | 17·56 |
| | | | | | Ránaghat to Aranghata | 7-8-97 | 5·50 |
| | | | | | Aranghata to Bogoola | 17-9-97 | 6 75 |
| | | | | | Bogoola to Shibnibash | 3-11-97 | 6·65 |
| | | | | | | 17-11-98 | 0·75 |
| | | | | | Shibnibash to Ramanagar | 17-9-97 | 9·50 |
| | | | | | Ramanagar to Porádaha | 7-8-97 | 27·58 |
| | | | | | Canal Junction to Chitpore | 13-4-88 | 1·88 |
| | | | | | | | 104·35 |
| | | | | | DOUBLE—SOUTHERN SECTION— | | |
| | | | | | *Main line*— | | |
| | | | | | Sealdah to Ballygunge | 20-10-88 | 3·50 |
| | | | | | | 19-9-90 | 0·36 |
| | | | | | Ballygunge to Dock Junction | 20-11-93 | 4·00 |
| | | | | | | | 7·86 |
| | | | | | TOTAL DOUBLE LINE | | 112·21 |
| | TOTAL | | 274·04 | | TOTAL OPEN MILEAGE (5′ 6″ GAUGE SECTION) | | 268·04 |

**DIX 7—*continued.***

*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The line from Calcutta to Port Canning is laid with a single track, except between Calcutta and Ballygunge which was doubled in October 1888, but sufficient land has been taken up for a double line and portions of embankment have been formed for a double line. The masonry of the bridges is built for a double line, but the girders are laid for a single line only, except on the Tolly's Nullah and Piáli bridges which are designed but not adapted to carry a double line of rails. From Calcutta to Sonárpur (10 miles) the line has been relaid with 73lb. 30 feet steel rails on Denham-Olphert's sleepers. From Sonárpur to Port Canning the rails are iron 74lb. to the yard, laid generally on wooden sleepers mixed with cast-iron bowls. A short length, 0·25 mile, has been laid with Greaves' bowls.<br>With the exception of the Usti Khal bridge, on span of 100 feet, there are no large or difficult engineering works on the Diamond Harbour line. This line is laid with new steel rails, 64 and 73lb. to the yard, on Denham-Olphert's sleepers.<br>The Budge Budge extension has been constructed for a double line between Ballygunge and Dock Junction, and for a single line only between Dock junction and Budge-Budge. The only important work on this extension is the bridge over the Tolly's Nullah, the main span of which is 115 feet 10 inches. The rails, mostly 30 feet in length, are 73lb. to the yard and of steel throughout, and the sleepers are almost entirely Denham-Olphert's.<br>The total length of fencing provided on the Southern section, including the Budge Budge extension, is 47·50 miles.<br>The grade 1 in 300 is the sharpest on the line and occurs at miles 4 and 6, Southern section, at miles 20 and 22 on the Canning branch (Bansra diversion), and miles 1, 12, 129 and 131, Eastern section. The length of the longest one is 0·90 mile. | The Bahadurpur extension, 1·52 miles in length, branches off from Dámukdia and is treated as a siding. It was sanctioned in January 1894 and has been used from time to time to suit Dámukdia Ghât Station.<br>The line from Calcutta to Port Canning was constructed under guarantee. The company surrendered it to Government under the provisions of the contract on the 1st April 1868.<br>The Beliagháta station, the Calcutta terminus of the late Calcutta and South-Eastern State Railway, which had been closed, the trains of the Southern section being worked from the main station at Sealdah, was re-opened for passenger traffic on 1st October 1897.<br>The diversion at Bansra was sanctioned in January 1900 and opened in March 1900.<br>Orders for the Diamond Harbour survey were issued in November 1878, and on the 9th September 1880 sanction was accorded to the commencement of work on the Sonárpur-Magra Hát section.<br><br>Sanction to the construction of the Kidderpore Dock line, which formed a part of the projects for the accommodation of the traffic of the railways converging at Calcutta, was given in July 1886. The estimate, sanctioned for the work, included the doubling of the line from Sealdah to Ballygunge and the construction of a branch line from the latter station to Tolly's Nullah which is crossed by a bridge. The extension to the docks, undertaken by the Port Commissioners, has been finished.<br>Sanction to the construction of the Budge Budge extension was given in November 1888. It was completed and opened to traffic in 1890.<br>The Port Commissioners' tramway from Tolly's Nullah to Santoshpur (4·63 miles) has been taken over and now forms part of the Budge Budge extension.<br>Sanction to the construction of the double line from Ballygunge to Dock Junction was given in November 1889. It was completed and opened in November 1893.<br>A branch line, 2·50 miles long, was laid in November 1891 for the British India Steam Navigation Company from Brace Bridge Junction to Brace Bridge Hall. It is treated as a siding.<br>On the 1st April 1887 the Eastern Bengal and the Calcutta and South-Eastern railways were amalgamated with the Northern Bengal, the Kaunia-Dharlla, the Dacca and the Assam-Behar railways, and these lines are now worked as one combined system.<br>The Eastern Bengal State railway was re-transferred from Provincial to Imperial control with effect from the 1st April 1892. |

*P. T. O.*

**Appendix 7.**
History of Railways.

APPEN

*History of Railways constructed and in progress*

NOTE—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | Miles. | Miles. | Total mileage. | Date of opening for public traffic. | Miles. |
|---|---|---|---|---|---|---|
| 2 (*b*) | **Eastern Bengal**—*contd.* | | | Miles. | | |
| | (*3′ 3⅜″ gauge*). | | | | | |
| | NORTHERN SECTION— | | | | NORTHERN SECTION— | |
| | *Main line*— | | | | *Main line*— | |
| | Sára ghât to Párbatipur Junction | 111·25 | | | Sára to Atrai . . 19-1-78 | 38·75 |
| | Párbatipur Junction to Siliguri | 84·75 | | | Atrai to Jalpáiguri . . 28-8-77 | 134·25 |
| | | | 196·00 | | Jalpáiguri to Siliguri— | |
| | | | | | For goods traffic . 10-6-78 } | 23·00 |
| | | | | | For general traffic . 1-11-78 } | |
| | | | | | | 196·00 |
| | | | | | Párbatipur Junction to Shámpur . . 19-5-78 | 15·25 |
| | | | | | Shámpur to Rungpore . 2-7-78 | 7·50 |
| | | | | | Rungpore to Kaunia . 1-0-79 | 11·25 |
| | | | | | | 34·00 |
| | *Branches*— | | | | | |
| | Párbatipur Junction to Kaunia on the right bank of the Teesta (*Rungpore branch*) | 34·00 | | | Párbatipur to Chirir bandar . . . . 1-7-83 | 9·00 |
| | Teesta bridge at Kaunia and approaches . . . | 4·87 | | | Chirir bandar to Dinagepore . . . 16-5-84 | 8·75 |
| | Párbatipur to Dinagepore (*Dinagepore branch*) . . | 17·75 | | | | 17·75 |
| | Teesta to Dhubri . . | 38·83* | | | | |
| | | 95·45 | | | *2′ 6″ gauge*— | |
| | (*2′ 6″ gauge*) | | | | Teesta Junction to Dharlla . . . . 18-7-81 | 18·50 |
| | *Kaunia-Dharlla branch*— | | | | Teesta Junction to Mogalhát . . . 6-2-82 | 13·78 |
| | Teesta Junction to Jatrapur | 23·25 | | | Dharlla to Jatrapur . 1-7-84 | 4·75 |
| | Teesta Junction to Mogalhát | 13·78 | | | | 37·03 |
| | | 37·03 | | | | |
| | | | 132·48 | | Total Northern section . . | 284·78 |
| | | | | 328·48 | Cooch Behar-Santrabari extension (British section)— | |
| | | | | | South bank of Kaljani river to Alipur Duar . 18-1-1900 | 0·64 |
| | | | | | Alipur Duar to Raja Bhat Khawa . . . . 5-4-00 | 9·97 |
| | *Cooch Behar-Santrabari extension (British section)*— | | | | | 10·61 |
| | South bank of Kaljant river to Jhainti | | | 19·79 | | |
| | DACCA SECTION— | | | | DACCA SECTION | |
| | Náráyanganj ghât to Mymensingh . . . | | | 85·92 | Náráyanganj ghât to Dacca 4-1-85 | 10·25 |
| | | | | | Dacca to Jaydebpúr— | |
| | | | | | For goods traffic . . 1-8-85 } | 19·65 |
| | | | | | For passenger traffic . 12-12-85 } | |
| | | | | | Jaydebpúr to Gáfargáon— | |
| | | | | | For goods traffic . . 1-8-85 } | 32·50 |
| | | | | | For passenger traffic . 18-2-86 } | |
| | | | | | Gáfargáon to Mymensingh— | |
| | | | | | For goods traffic . . 1-8-85 } | 23·52 |
| | | | | | For passenger traffic . 29-8-85 } | |
| | | | | | Total Dacca section . | 85·92 |
| | BEHAR SECTION— | | | | BEHAR SOCTION— | |
| | *Main line*— | | | | *Main line*— | |
| | Manihári to Katihár . . | 15·50 | | | Manihári to Katihár . 1-4-87 | 15·50 |
| | Katihár to Ráyganj . . | 37·49 | | | Katihár to Ráyganj . 1-7-89 | 37·49 |
| | Ráyganj to Dinagepore . | 32·68 | | | Ráyganj to Dinagepore . 15-2-88 | 32·68 |
| | | | 85·67 | | | 85·67 |
| | Carried over . | 85·67 | 434·19 | | Carried over . | 381·31 / 85·67 |

* Excluding the section of the Kaunia-Dharlla line from Teesta to Mogal Hát 2′ 6″ gauge (12·23 miles), which was converted to the 3′ 3⅜″ gauge and opened on the 1st April 1901.

**DIX 7**—*continued.*

*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| Rails, iron, 40lb. to the yard, and steel, 41¼lb. to the yard, and sleepers of creosoted pine, sâl, teak and iron-wood, also of steel wrought and cast-iron, have been used. The bridging and embankments are heavy on the lower section.<br>Iron rails, 40lb. to the yard, are being replaced by steel rails, 50lb. and 41¼lb. to the yard from Sára northwards: 178·73 miles with the 50 lb. and 20·76 miles with the 41¼lb. rails—total 199·49 miles—are now laid.<br>Sâl sleepers are used for renewals.<br>The whole of the Northern section is fenced, except the Kaunia-Dharlla section.<br>The permanent-way of the Mogalhát-Dhubri extension will consist of steel rails, 40 ft., 50 lb. per yard, laid on sâl sleepers. The ballast will be of stone shingle.<br>The line will be unfenced except at stations. | *Detes of orders for survey.*<br>Trial survey on the 20th January 1870.<br>Final survey of main line on the 7th November 1871.<br>Rungpore branch on the 23rd March 1872.<br>Extension to banks of the Teesta and on to Dhubri, 20th November 1875.<br>Extension to Siliguri, 1875-76.<br><br>*Date of orders for construction.*<br>Main line, 12th February 1874.<br>The railway to Darjeeling starts from the Siliguri terminus, which is about seven miles from the foot of the Darjeeling hills.<br>Survey of the Mogalhát-Dhubri extension was ordered on 1st October 1896 and commenced in the middle of January 1897. The construction was sanctioned in September 1899. |
| The Kaunia-Dharlla branch has been laid without ballast. The rails are steel, weighing 25 lb. and iron 30 lb. to the yard, laid on sâl sleepers. The line is not fenced.<br>The permanent-way of the Teesta-Mogalhát line, when converted, will consist of steel rails, 50 lb. per yard, 40 feet in length, on sâl sleepers. The ballast will be of stone shingle.<br>The Cooch Behar-Santrabari extension (British section) is without ballast. The rails are partly iron, 40 lbs. per yard, and partly steel, 41¼lb. per yard, laid on 3′ 3⅜″ gauge sâl sleepers.<br>The only important bridges are (1) that over the Kaljani river at mile 11½, consisting of 5 spans of 55 feet, one span of 40 feet and one span of 32 feet girders and (2) over the Balla torrent, 17 spans of 27 feet.<br>The line is unfenced.<br>The Dacca section is laid with permanent-way material of the ordinary 3′ 3⅜″ gauge type, the rails being of steel, 41¼ lb. to the yard, on sâl, creosoted pine, asna and pyinkado sleepers. The work on the northern half of the line is heavy, but gradients are easy.<br>The line is unfenced, except at stations, and between Náráyanganj and Dacca, 10·25 miles. | The Kaunia-Dharlla branch was constructed by the Bengal Government out of provincial revenues. Steam ferries over the Teesta and Dharlla, and between Jatrapur on the Brahmaputra and Dhubri, are worked in connection with the trains.<br>Sanction was given in September 1899 to the conversion of the line from Teesta Junction to Mogalhát (12·23 miles) of the Kaunia-Dharlla branch from 2′ 6″ to 3′ 3⅜″ gauge in connection with the Mogalhát-Dhubri extension.<br>The survey of the line was ordered and started in January 1896 and completed in June of that year.<br>The construction of the line was sanctioned in December 1897 and started in January 1898.<br><br>The construction of the line was sanctioned on the 11th August 1882.<br>The original project included a branch from Dacca to Aircha, opposite Goalundo, 43 miles long, which has since been abandoned.<br>The Dacca section is connected with the Eastern section by a ferry worked by the India General Steam Navigation Company between Goalundo and Náráyanganj ghât. |
| The Behar section consists of a single track laid with 41¼lb. steel rails on sâl, asna, teak and iron-wood sleepers; in a few places Denham-Olphert's sleepers are used. As a rule the works are heavy and bridging very considerable, owing to the flooded country through which the line passes.<br>The line is fenced. | The line from Manihári through Kátihar Junction to Dinagepore connects the East Indian railway at Sahebgunge with the Bengal system of railways at Dinagepore, a ferry being worked by the East Indian railway across the Ganges between Manihári and Sahebgunge. A branch line runs northwards from Katihár Junction through Purnea and Kasba to Anchará ghât on the Kosi, opposite Khanwa ghât on the Kosi extension of the Tirhoot railway.<br>The Behar section of the Eastern Bengal railway is connected with the terminal station on the Tirhoot railway by a ferry across the Kosi river. |

Appendix 7.
History of Railways.

## APPEN

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | Miles. | Miles. | Total mileage. | Date of opening for public traffic. | | Miles. |
|---|---|---|---|---|---|---|---|
| 2 (*b*) | **Eastern Bengal**—*concld.* | | | Miles. | | | |
| | (3′ 3⅜″ *gauge*). | | | | Brought forward . | | 381·31 |
| | Brought forward . . | | 85·67 | 434·19 | | | 85·67 |
| | BEHAR SECTION—*concld.* | | | | Katihár to Kasba . . | 1-4-87 | 22·10 |
| | *Branches*— | | | | Kasba to Forbesganj . | 1-7-89 | 36·81 |
| | *Kosi branch*— | | | | Forbesganj to Ancharághât | 1-1-91 | 14·00 |
| | Katihár to Kasba . . | 22·10 | | | | | 72·91 |
| | Kasba to Arariyá . . | 21·71 | | | | | |
| | Arariyá to Forbesganj . | 15·10 | | | | | |
| | Forbesganj to Debiganj . | 7·69 | | | | | |
| | Debiganj to Ancharághât . | 6·31 | | | | | |
| | | 72 91 | | | | | |
| | *Bársoi-Kissengunge branch*— | | | | Bársoi to Kissengunge— | | |
| | Bársoi to Kissengunge . | 35·11 | | | For goods traffic . | 15-12-92 | 35·11 |
| | | | 108·0. | | For passenger traffic . | 10-12-93 | |
| | | | | 193·69 | Total Behar section . | | 193·69 |
| | TOTAL . | | | 627·88 | TOTAL OPEN MILEAGE (3′ 3⅜″ AND 2′ 6″ GAUGE SECTIONS) . | | 575·00 |

DIX 7—*continued.*

*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| Four miles of the Bársoi-Kissengunge branch have been laid with second-hand steel rails, 41½ lb. to the yard, and the rest with second-hand iron rails, 40 lb. to the yard, obtained from relaying on the Northern section. Sleepers used are of sâl, excepting a few of Burma wood. There are no important works on this extension, except two bridges, one of 6 spans of 40 feet and the other of 5 spans of 40 feet at miles 180k. and 183k., respectively.<br>The grade of 1 in 150 is the sharpest on the 3′ 3⅜″ gauge section and only occurs at the 9th mile, Dacca section, the length being 0·36 mile. | Survey for the extension from Bársoi to Kissengunge was ordered in October 1890. Trial surveys were made in April 1891, and orders for construction were given in June 1891. Final survey was made in June 1891, and work was started in September 1891. |
| A length of 0·07 mile, which is situated at mile 1 on the Kaunia-Dharlla section (2′ 6″ gauge) is on the grade of $\frac{1}{81}$ to $\frac{1}{100}$. There are no grades steeper than this. Curves under a radius of 1,000 feet also occur on this section. Their radii vary from 425 to 955 feet and the aggregate length is 6,705 feet, of which 6,580 feet or 1·25 miles are on the line to Kurigram and 125 feet at mile 3 on the line to Jatrapur. | On the 1st April 1887 the Northern Bengal, the Kaunia-Dharlla, the Dacca and the Assam-Behar railways were amalgamated with the Eastern Bengal and the Calcutta and South-Eastern railways, and these lines are now worked as one combined system.<br>The Eastern Bengal railway was re-transferred from Provincial to Imperial control with effect from the 1st April 1892. |

*P. T. O.*

Appendix 7.
History of Railways.

# APPEN

## *History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | Miles. | Miles. | Total mileage. | Date of opening for public traffic. | | Miles. |
|---|---|---|---|---|---|---|---|
| 1 (*a*) | **East Indian—** (*5' 6" gauge*). | | | Miles. | *Main line—* | | |
| | *Main line—* | | | | Howrah to Hooghly . . | 15-8-54* | 23·23 |
| | Howrah to Khána Junction . | 74·48 | | | Hooghly to Pundooah . | 1-9-54* | 14·31 |
| | Khána Junction to Luckeeserai Junction . . . | 187·20 | | | Pundooah to Khána Junction . . . . | 3-2-55* | 36·94 |
| | Luckeeserai Junction to Allahabad . . . . | 303·01 | | | Khána Junction to Raneegunge . . . . | 3-2-55* | 45·71 |
| | Allahabad to Delhi . . | 390·39 | | | Raneegunge to Siársol . | 21-7-63* | 1·70 |
| | | | 955·08 | | Siársol to Sitarámpur . | 1-1-65* | 15·15 |
| | *Loop line—* | | | | Sitarámpur to Luckeeserai Junction . . . | 1-1-71* | 124·64 |
| | Khana Junction to Luckeeserai Junction . . . | | 250·39 | | Luckeeserai to Dinapore . | 17-11-62* | 82·42 |
| | | | | | Dinapore to Moghal Sarai | 22-12-62* | 125·92 |
| | *Branches—* | | | | Moghal Sarai to Mirzapur. | 1-1-64 | 39·28 |
| | *Main line—* | | | | Mirzapur to south bank, Jumna . . . . | 4-4-64 | 52·64 |
| | Bhadreswar Junction (17·46 miles from Howrah) to the river bank (*Bhadreswar branch*). . . . . | 2·60 | | | Jumna bridge to Allahabad | 15-8-65 | 2·75 |
| | Hooghly Junction (23·23 miles from Howrah) to Naiháti on the Eastern Bengal State railway (*Hooghly bridge branch*) . . . | 4·22 | | | Allahabad to Cawnpore . | 3-3-59 | 119·47 |
| | Ondál Junction (115·80 miles from Howrah *viâ* the main line) to Alipur (*Ondál loop*) | 31·54 | | | Cawnpore to Etáwah . | 1-7-61 | 86·46 |
| | Ikrah Junction on the Ondál loop (125·63 miles from Howrah *viâ* the main line) to Domohani (*Ikrah branch*) . | 8·92 | | | Etáwah to Shikohabad . | 13-11-61 | 34·39 |
| | Sítarámpur Junction (137·04 miles from Howrah *viâ* the main line to Domohani . | 6·99 | | | Shikohabad to Tundla Junction . . . | 1-4-62 | 22·92 |
| | Sítarámpur Junction (137·04 miles from Howrah *viâ* the main line) to Kátrásgarh (*Jherria branch*) . . | 39·23 | | | Tundla Junction to Aligarh | 1-3-63 | 48·56 |
| | Salanpur (140·20 miles from Howrah *viâ* the main line) to Shamdi (*Salanpur branch*) . . . . . | 5·53 | | | Aligarh to Chola (Bulandshahr Road) . . . | 1-4-64 | 35·54 |
| | 2·05 miles from Barákar (144·52 miles from Howrah *viâ* the main line) to Chanch (*Chanch branch*) . . | 3·88 | | | Chola to Delhi (south bank, Jumna) . . . . | 1-8-64 | 41·27 |
| | Line from mile 148¾ on Jherriah branch to Pandra (*Pandra branch*) . . | 3·23 | | | Delhi terminus. . . | 1-1-67 | 1·78 |
| | Dheria Joba (171·17 miles from Howrah *viâ* the main line) to the Damoodur river (*Damoodur branch*) . . | 9·77 | | | | | 955·08 |
| | Madhupur Junction (182·38 miles from Howrah *viâ* the main line to Giridih (Kurhurbaree) (*Giridih branch*) . . . . | 26·70 | | | *Loop line—* | | |
| | Mokameh Junction (282·32 miles from Howrah *viâ* the main line) to Mokameh Ghât (*Mokameh Ghât branch*) . . . . | 3·70 | | | Khána Junction to river Adjai . . . . | 3-10-58 | 19·00 |
| | | | | | River Adjai to Sainthia | 3-9-59 | 25·12 |
| | | | | | Sainthia to Tinpahár . | 15-10-60 | 76·12 |
| | | | | | Tinpahár to Bhágalpur . | 1 11-61 | 69·12 |
| | | | | | Bhágalpur to Jamálpur . | 10-2-62 | 32·62 |
| | | | | | Jamálpur to Luckeeserai . | 17-11-62 | 28·41 |
| | | | | | | | 250·39 |
| | | | | | *Branches—* | | |
| | | | | | *Main line—* | | |
| | | | | | Bhadreswar branch . . | 6-12-81 | 2·60 |
| | | | | | Hooghly Bridge Branch . | 15-3-87* | 4·22 |
| | | | | | Ondál loop— | | |
| | | | | | Ondál to Babasole . | 1-5-64 | 2·03 |
| | | | | | Babasole to Mangalpur . | 1-1-63 | 2·74 |
| | | | | | Mangalpur to Toposi . | 2-2-63 | 2·65 |
| | | | | | Toposi to Ikrah Junction— | | |
| | | | | | For coal traffic . . | 15-4-94 | 2·42 |
| | | | | | Ikrah Junction to Gourangdi . . . | 1-6-95 | 14·16 |
| | | | | | Gourangdi to Alipur— | | |
| | | | | | For goods traffic . . | 30-3-95 | 7·54 |
| | | | | | Ikrah branch— | | |
| | | | | | For coal traffic . . | 15-4-94 | 8·92 |
| | | | | | For passenger and goods traffic . . . | 1-1-95 | |
| | | | | | Jherria branch— | | |
| | | | | | Sítarámpur to Barákar . | 1-1-65 | 5·43 |
| | | | | | Barákar to Kátrásgarh . | 20-5-94 † | 33·80 |
| | | | | | | | 86·51 |
| | Carried over . | 146·31 | 1,205·47 | | Carried over . | | 1,205·47 |
| | | | | | | | 86·51 |

* These are the dates of opening the original single line which has
† The first seven miles of this extension were worked for coal traffic

DIX 7—*continued.*



*on the 31st December 1900, alphabetically arranged.*

It has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The earthwork and bridges generally are for a double line, except the superstructure of iron bridges. The line was originally laid almost entirely with wooden sleepers, but cast-iron plate sleepers have since been introduced, and these, as well as wooden sleepers, are used for renewals. The rails, varying in weight from 74lb. to 82lb. to the yard, are being replaced by 85lb. steel rails. The line is double from Howrah to Moghal Sarai. | The experimental line from Howrah to Raneegunge was commenced in January 1851. The first section (23·23 miles) was opened on the 15th August 1854.<br><br>The chord line from Khána Junction to Luckeeserai Junction, which now forms a part of the main line, was commenced in February 1866, and was opened through on the 1st January 1871. This line reduces the distance between Howrah and the Upper Provinces by 63·31 miles.<br><br>A branch line of railway has been constructed by the Beerbhoom Coal Company from their colliery at Borreah to a point on the East Indian railway. It was opened for coal traffic at the end of February 1885.<br><br>The commencement of work on the Hooghly bridge branch (4·22 miles) was sanctioned on the 14th January 1884. The bridge was completed and opened for traffic on the 15th March 1887. |
| The Ondál loop is a single line throughout. The rails are laid on transverse timber sleepers and cast-iron bowl and plate sleepers.<br><br>The Jherria branch is single throughout. The rails are iron, cut 18′ 6″ long, and are laid on timber sleepers.<br><br>The Giridih branch is constructed for a single line. The width of formation in the embankments is 16 feet. | The section of the Ondál loop from Toposi to Panooria and the Ikrah branch, were sanctioned for construction in July, and the Salanpur branch in August 1892. An extension of this line from Mohanpur towards Jamgram, about a mile long, was sanctioned for construction in September 1894.<br>The Alipur branch of the Barákar Coal Company, extending from Alipur to Panooria, was purchased on the 29th March 1895 by the East Indian Railway Company for a sum of Rs. 1,00,000. It has since been worked as a part of the Ondál loop.<br>The extension of the Jherria branch from Barákar to Kátrásgarh, including 2·88 miles of the Chanch branch, was sanctioned for construction, and orders for the commencement of work issued on the 9th March 1892. The construction of the remaining portion of the Chanch branch, one mile in length, was sanctioned in February 1896.<br>The construction of the Damoodur branch was sanctioned in January 1894. |

since been doubled.
from the 1st August 1893.

P. T. O

**Appendix 7.**
**History of Railways.**

**APPEN**

***History of Railways constructed and in progress***

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | Miles. | Miles. | Total mileage. | Date of opening for public traffic. | | Miles. |
|---|---|---|---|---|---|---|---|
| 1 (*a*) | **East Indian**—*contd.* (*5′ 6″ gauge*). | | | Miles. | | | |
| | Brought forward ... | 146·31 | 1,205·47 | | Brought forward . | | 1,205·47 / 86·51 |
| | *Branches*—contd. | | | | *Branches*—concld. | | |
| | *Main line*—concld. | | | | *Main line*—concld. | | |
| | Bankipore Junction (337·74 miles from Howrah *viâ* the main line) to Gya (*Patna-Gya branch*) . | 58·42 | | | Salanpur branch— | | |
| | Bankipore Junction (337·74 miles from Howrah *viâ* the main line) to Digha Ghât (*Digha Ghât branch*) | 5·53 | | | For coal traffic . | 7-9-94 / 1-1-97 | 4·29 / 1·24 |
| | Dildárnagar Junction (433·66 miles from Howrah *viâ* the main line) to Tárighât on the Ganges opposite Ghazipur (*Tárighât branch*) | 12·00 | | | Chanch branch— | | |
| | Moghal Sarai (470·02 miles from Howrah *viâ* the main line) to Gya . . . | 125·47 | | | For goods traffic . | 1-2-93 / 5-8-96 | 2·88 / 1·00 |
| | Bárun to Daltonganj, including colliery branch . | 78·32 | | | Damoodur branch . | 30-6-95 / 15-7-90 | 8·00 / 1·77 |
| | Naini Junction (560·46 miles from Howrah *viâ* the main line, or 4·55 miles east of Allahabad) to Jubbulpore (*Jubbulpore branch*) . | 223·58 | | | Pandra branch . . | 26-11-00 | 3·23 |
| | Allahabad Junction (565·01 miles from Howrah *viâ* the main line) to fort (*Allahabad fort branch*) . . | 2·34 | | | Kurhurbaree branch . . | 1-1-71 | 26·70 |
| | Cawnpore Junction (684·48 miles from Howrah *viâ* the main line) to the corn market in the city (*Cawnpore city branch*) . | 0·88 | | | Mokameh branch . . | 1-5-83 | 3·70 |
| | Shikohabad to Farukhabad . | 65·82 | | | Patna-Gya branch— | | |
| | Tundla Junction (828·25 miles from Howrah *viâ* the main line) to Agra fort (*Agra branch*) . . | 13·35 | | | Bankipore Junction to Bankipore . . | 2-6-79 | 0·25 |
| | Hathras Road Junction to Hathras city (*Hathras city branch*) . . . . . | 5·58 | | | Bankipore to Jehanabad | 21-4-79 | 28·95 |
| | *Loop line*— | | | | Jehanabad to Gya . | 2-6-79 | 29·22 |
| | Nalháti (144·60 miles from Howrah *viâ* the loop line) to Azímganj (*Azímganj branch*) . . . . | 27·48 | | | Dígha Ghât branch . . | 2-4-85 | 5·53 |
| | Tinpahár Junction (194·72 miles from Howrah *viâ* the loop line) to Rajmehal (*Rajmehal branch*) . . | 7·23 | | | Tárighât branch . . | 5-10-80 | 12·00 |
| | Sakrigali Junction . (213·28 miles from Howrah *viâ* the loop line) to the river Ganges (*Sakrighât branch*) | 1·99 | | | Moghal Sarai-Gya branch | 1-3-00 | 125·47 |
| | Carried over . | 774·30 | 1,205·47 | | Jubbulpore branch . . | 1-8-67 | 223·58 |
| | | | | | Allahabad fort branch . | 3-3-59 | 2·34 |
| | | | | | Cawnpore city branch . | 15-2-79 | 0·88 |
| | | | | | Agra branch . . . | 1-4-62 | 13·35 |
| | | | | | Hatras city branch— | | |
| | | | | | For goods traffic . . | 1-11-98 | 5·58 |
| | | | | | For passenger traffic . | 10-1-99 | |
| | | | | | *Loop line*— | | |
| | | | | | Azímganj branch . . | 15-7-92 | 27·48 |
| | | | | | Rajmehal branch . . | 15-10-60 | 7·23 |
| | | | | | Sakrighât branch . . | 1-1-94 | 1·99 |
| | | | | | Maharajpur branch . | 31-10-96 / 30-11-98 | 2·36 / 2·48 |
| | | | | | Sultangunge branch . . | 6-5-95 | 1·16 |
| | | | | | Monghyr branch . . | 10-4-62 | 5·68 |
| | | | | | | | 634·85 |
| | | | | | *Double—Main line and branches.* | | |
| | | | | | Howrah to Serampore . | 10-3-57 | 11·74 |
| | | | | | Serampore to Chandernagore . . . . | 1-2-58 | 8·38 |
| | | | | | Chandernagore to Hooghly | 1-5-58 | 3·11 |
| | | | | | Hooghly to Magra . . | 1-10-58 | 5·49 |
| | | | | | Magra to Pundooah . | 25-2-59 | 8·82 |
| | | | | | Pundooah to Burdwan . | 1-10-59 | 28·72 |
| | | | | | Burdwan to Khána . . | 1-1-59 | 8·22 |
| | | | | | Khána to Durgapur . | 1-6-70 | 31·35 |
| | | | | | Durgapur to Raneegunge | 2-9-70 | 14·36 |
| | | | | | Raneegunge to Sítárampur | 19-12-70 | 16·85 |
| | | | | | Sítárampur to Luckeeserai | 1-1-71 | 124·64 |
| | | | | | Luckeeserai to Burhee . | 22-6-60 | 9·82 |
| | | | | | Burhee to Barh . . | 22-2-68 | 27·10 |
| | | | | | Barh to Futwah . . | 1-11-68 | 25·87 |
| | | | | | Futwah to Dinapore . | 20-3-67 | 19·63 |
| | | | | | Dinapore to Bihta . . | 13-8-68 | 10·93 |
| | | | | | Bihta to Arrah . . | 28-3-70 | 13·50 |
| | | | | | Arrah to Buxar . . | 13-8-68 | 42·67 |
| | | | | | | | 411·20 |
| | | | | | Carried over . | | 1,840·32 / 411·20 |

**DIX 7—*continued.***



***on the 31st December 1900, alphabetically arranged.***

**it has not been possible to bring this statement fully up to date.**

| Details of construction. | REMARKS. |
|---|---|
| The first 29 miles of the Patna-Gya branch are laid with rails, 64 lb. to the yard, on the existing metalled road, with deviations in places. For the remainder a new alignment has been adopted.<br>The country traversed by the Moghal Sarai-Gya line is comparatively flat. The most important rivers crossed are—<br>Sone . . . . . 93 of 100<br>Mohar . . . . . 13 „ 60<br>Budh . . . . . 13 „ 60<br>Punpun . . . . . 8 „ 60<br>The permanent-way is of the East Indian railway standard design with double-headed rails, 75lb. to the yard, laid with cast-iron chairs and timber sleepers.<br>The sharpest curves are 5,730 feet radius and the steepest gradient is 1 in 400.<br>The line is fenced near villages, round station yards and for a short distance near each crossing. The type of fence is a five wire fence of the ordinary pattern adopted for State railways.<br>Stone ballast procurable from the adjacent hills is used throughout.<br>On the Jubbulpore branch the land and earthwork are for a double line, but only one track is laid. The bridges and viaducts are also for a double line, but in girder bridges and viaducts the girders on the down side have not been erected. On the first 54 miles, rails 82lb. to the yard have been used; the rest of the line has rails 74lb. to the yard. The rails are generally laid on wooden sleepers of creosoted fir and sâl.<br>The road on the Azímganj branch was formed by Government as for a first class metalled road, and one-half of the surface was made over to the Indian Branch Railway Company for a single track. The line was originally laid with 31lb. rails on teak, sâl and pine sleepers. On its conversion to the 5′ 6″ gauge the permanent-way was replaced by 82lb. iron rails laid on Denham-Olphert's plate sleepers over a bed of laterite ballast. The ruling gradient is 1 in 100. The line is unfenced throughout.<br>The rest of the branches are laid with a single track, but the formation generally is for a double line. The rails are laid on wooden cross sleepers.<br>The length of road laid with an additional sleeper per pair of rails is 1,974 miles, leaving 10.15 miles of very short branches, which is not considered necessary to provide with additional sleepers. | The Mokameh branch was originally 1·75 miles in length and was used for goods traffic only. When the terminus of the Tirhoot State railway was changed from opposite Barh to opposite Mokameh, this branch was extended about 0·75 mile and opened to passenger traffic on the 1st May 1883. Owing to alterations made during 1893, the length of this branch has now been increased to 363 miles.<br>The Patna-Gya branch was constructed by the State. The survey was carried out under orders issued by the Government of Bengal in April 1877, and construction was commenced on the 13th February 1878. The branch was worked by State agency from the date of opening up to the 1st January 1883, on which date it was made over to the East Indian Railway Company to be worked under an agreement. On the 1st July 1892 this branch was incorporated with the East Indian railway.<br>The branch from Bankipore to Digha Ghât has been constructed to connect, by a ferry across the Ganges, with the Bengal and North-Western railway at Paleza ghât near Sonepore. Sanction to its construction was given on the 30th July 1884, and the branch was opened to traffic on the 2nd April 1885.<br>The Jubbulpore branch was commenced under contract in February 1863 and was completed in 3½ years.<br>The line from Nalháti to Azímganj, which was constructed by the Indian Branch (afterwrds the Oudh and Rohilkhand) Railway Company, as a 4′ 0″ gauge line, was opened for traffic on the 21st December 1863. It was purchased by the State on the 31st March 1872 for a sum of £30,000. On the 31st April 1892 this line was incorporated with the undertaking, and on the 15th July 1892 opened on the 5′ 6″ gauge under the name of the "Azímganj branch."<br>The construction of the Sultangunge branch was sanctioned in March 1893.<br>The East Indian railway was acquired by the State from the late guaranteed company on the 1st January 1880.<br>On the 1st January 1889 the Dildárnagar-Gházipur State railway was incorporated with the East Indian railway.<br>The Gwalior branch (late Scindia State railway), formerly worked by the East Indian railway, was acquired by the Indian Midland Railway Company on the 1st March 1889 and is now worked by that Company.<br>The East Indian Railway Company works, under agreement, the Tarkessur and the Delhi-Umballa-Kalka railways. The terms of working will be found in Appendices N and H to Part II of the Railway Administration Reports for 1887-88 and 1888-89, respectively. |

*P. T. O.*

**Appendix 7.**
History of Railways.

## APPEN

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | | | Total mileage. | Date of opening for public traffic. | |
|---|---|---|---|---|---|---|
| | | Miles. | Miles. | Miles. | | Miles. |
| 1 (*a*) | **East Indian**—*concld.* (*5′ 6″ gauge*). | | | | Brought forward | 1,840·32 |
| | Brought forward | 774·30 | 1,205·47 | | | 411·20 |
| | *Branches*—concld. | | | | | |
| | *Loop line*—concld. | | | | *Double—Main line and branches*—concld. | |
| | Maharajpur to Maharajpur Ghât (*Maharajpur branch* . . . . | 4·84 | | | Buxar to Dildárnagar . 15-4-82 | 22·46 |
| | | | | | Dildárnagar to Zamánia . 20-5-82 | 8·59 |
| | | | | | Zamánia to Sakaldiha . 20-9-82 | 16·28 |
| | | | | | Sakaldiha to Moghal Sarai 10-8-82 | 11·49 |
| | Sultangunge (279·28 miles from Howrah *viâ* the loop line) to Sultangunge Ghât (*Sultangunge branch*) . | 1·16 | | | Hooghly bridge branch . 15-3-87 | 4·22 |
| | | | | | TOTAL DOUBLE LINE | 474·24 |
| | Jamálpur Junction (296·39 miles from Howrah *viâ* the loop line) to Monghyr (*Monghyr branch*) . . | 5·68 | | | | |
| | | | 785·98 | | | |
| | | | TOTAL . | 1,991·45 | TOTAL OPEN MILEAGE . | 1,840·32 |

DIX 7—*continued.*

*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|

The length of road relaid with steel rails up to the 31st December 1897 was 1,556·97 miles, as follows:

| | Miles. |
|---|---|
| Howrah district . . | 180·55 |
| Chord line . . . | 369 07 |
| Dinapore district . . | 487 87 |
| Allahabad district . . | 279·31 |
| Delhi district . . . | 230 17 |
| | 1,556·97 |

The line is double fenced throughout, excepting the Azímganj branch and the Barákar-Kátrásgarh section, the Jherria branch which are unfenced.

There are no curves of less than 1,000 feet in radius.

The length and situation of gradients up to 1 in 100 are as shown below:

| Section of line. | Length of gradients. | |
|---|---|---|
| | $\frac{1}{80}$ | $\frac{1}{81}$ to $\frac{1}{100}$. |
| Main line— | | |
| Between 216 and 226 miles from Howrah ($\frac{1}{100}$) | ... | 6·64 |
| Ondál loop— | | |
| Between 135 and 147 miles from Howrah . | 5·19 | 9·95 |
| Shekhpur branch . . . . . | 1·40 | 3·52 |
| Kurhurbaree branch . . . . . | 4·05 | 6·14 |

Appendix 7.
History of Railways.

APPEN

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | | Total mileage. | Date of opening for public traffic. | |
|---|---|---|---|---|---|
| | | Miles. | Miles. | | Miles. |
| 10 (*j*) | **Gaekwar's Dabhoi—** | | | | |
| | (*2′ 6″ gauge*). | | | Miyágám to Dabhoi . . 8-4-73 | 20·00 |
| | Miyágám [228·75 miles from Bombay (Colába) on the Bombay, Baroda and Central India railway] to Dabhoi . . . . . | 20·00 | | Dabhoi to Chándod . . 15-4-79 | 10·62 |
| | Dabhoi to Báhádarpur . . . | 9·64 | | Dabhoi to Báhádarpur . . 17-9-79 | 9·64 |
| | Báhádarpur to Bodeli . . . | 12·77 | | Dabhoi to Goya Gate . . 1-7-80 } Goya Gate to Vishvámitri . 24-1-81 } | 18·63 |
| | Dabhoi to Chándod . . . | 10·62 | | Báhádarpur to Bodeli . . 16-6-90 | 12·77 |
| | Dabhoi to Vishvámitri . . . | 18·63 | | Vishvámitri to Padra . . 1-7-97 | 7·14 |
| | Vishvámitri to Padra . . . | 7·14 | | TOTAL OPEN MILEAGE . . | 78·80 |
| | | | 78·80 | | |

DIX 7—*continued.*

*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The line was originally laid with iron rails weighing 30lb. to the yard for 20 miles, and with steel rails weighing 30lb. and 31lb. to the yard for 39·25 miles and 12·50 miles, respectively, on wooden sleepers with sand ballast. The renewals are being made with steel rails, about 11·30 miles having been renewed with 31lb. steel rails. The line from Vishvámitri to Padra is laid with 31lb. steel rails and wooden sleepers with sand ballast. The width at formation level is 12 feet. The entire line is on an embankment. There are a few small bridges, some of one 40-feet span and some of two 20-feet, 30-feet spans each and one of 3 spans of 60 feet warren girders. There are no bridges specially constructed for cart traffic, but the carts use some of the nullahs to pass under the line.<br>There is no fencing, except what has been put up by the villagers themselves.<br>There are no gradients of 1 in 100 or less.<br>The length and situation of the ruling gradients are as under: | The dates of orders for survey and construction are as follows:<br>Miyágám to Dabhoi . . . 17-4-69 — 21-3-72<br>Dabhoi to Chándod and Báhádarpur . . . . . 6-6-77 — 27-11-77<br>Dabhoi to Baroda . . . July 77 — 29-1-79<br>The line is the property of His Highness the Gaekwar of Baroda.<br>The Dabhoi-Báhádarpur line was extended to Bodeli in 1890. The survey was ordered in February 1887, and construction sanctioned in September 1888. Work was commenced in November 1888 and completed on 16th June 1890.<br>The section from Vishvámitri to Padra, 7·14 miles, was surveyed in 1891—orders for its resurvey were given on 22nd July 1895 and construction on 28th August 1895. Work commenced in March 1896 and was completed in June 1897.<br>This line is worked and maintained by the Bombay, Baroda and Central India Railway Company. The terms of working will be found in Appendix AA to Part II of the Railway Administration Report for 1897-98. |

| Section of line. | Ruling gradient | No. of gradients. | Length of gradients. |
|---|---|---|---|
| | | | Miles. |
| Miyágám-Dabhoi section . | 1 in 475 | 2 | 1·03 |
| Dabhoi-Báhádarpur section . | 1 in 300 | 1 | 0·85 |
| Báhádarpur-Bodeli section . | 1 in 300 | 1 | 0·34 |
| Dabhoi-Chándod section . | 1 in 500 | 2 | 0·61 |
| Dabhoi-Vishvámitri section . | 1 in 400 | 1 | 0·38 |
| Vishvámitri-Padra section . | 1 in 200 | 2 | 0·58 |

The length and situation of curves under a radius of 1,000 feet are shown below:

| Section of line. | Length of curve. | Radius of curve. |
|---|---|---|
| | Feet. | Feet. |
| Vishvámitri-Dabhoi— | | |
| (Between 0 and 1 mile from Vishvámitri) . . . . . | 1,505 | 955·48 |
| Dabhoi-Chándod— | | |
| (Between 18 and 20 miles from Vishvámitri) . . . . | 956 | 500·00 |
| Báhádarpur-Bodeli— | | |
| (Between 29 and 30 miles from Vishvámitri) . . . . | 702 | 700·00 |
| Vishvámitri-Padra— | | |
| (Between 0 and 1 mile from Vishvámitri) . . . . | 219 | 500·00 |
| (Between 4 and 5 miles from Vishvámitri) . . . . | 422 | 955·00 |

P. T. O.

Appendix 7.
History of Railways.

APPEN

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | | Total mileage | Date of opening for public traffic. | | |
|---|---|---|---|---|---|---|
| | | Miles. | Miles. | | | Miles. |
| 10 (*g*) | **Gaekwar's Mehsana—** | | | | | |
| | (*3' 3⅜" gauge*). | | | | | |
| | Viramgám (40·50 miles from Ahmedabad on the Bombay, Baroda and Central India railway) *viá* Mehsána to Kherálu . . . . . | 67·94 | | Viramgám to Mehsána . | 1-2-91 | 40·21 |
| | Mehsána to Pátan . . . . . | 24·69 | | Mehsána to Vadnagar . | 21-3-87 | 20·73 |
| | | | | Vadnagar to Kherálu . . | 12-12-88 | 7·00 |
| | | | | Mehsána to Pátan . . | 20-7-91 | 24·69 |
| | | | 92·63 | TOTAL OPEN MILEAGE | | 92·63 |
| 10 (*e*) | **Godhra-Rutlam-Nagda—** | | Miles. | | | Miles. |
| | (*5' 6" gauge*). | | | | | |
| | Godhra [318·71 miles from Bombay (Colába) on the Bombay, Baroda and Central India railway *viá* Rutlam] to Nágdá . . . | | 141·14 | Godhra to Limkhérá . | 16-1-93 | 26·09 |
| | | | | Limkhérá to Dóhad . | 7-3-94 | 19·55 |
| | | | | Dóhad to Rutlam . . | 22-10-94 | 70·46 |
| | | | | Rutlam to Nágdá— | | |
| | | | | For goods traffic . | 11-5-96 | 26·04 |
| | | | | For passenger traffic . | 1-6-96 | |
| | | | | TOTAL OPEN MILEAGE . | | 141·14 |
| 10 (*c*) | **Gaekwar's Petlad—** | | Miles. | | | Miles. |
| | (*5' 6" gauge*). | | | | | |
| | Anánd [269·50 miles from Bombay (Colába) on the Bombay, Baroda and Central India railway] to Petlád . . . . . | | 13·35 | Anánd to Petlád . . . | 5-5-90 | 13·35 |

DIX 7—*continued.*



*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The line is constructed for a single track. The length from Mehsána to Kherálu is laid with steel rails, 41 ¼lb to the yard, on transverse steel trough sleepers. The ballast consists chiefly of earth with lengths of kunkur.<br>The remainder of the line is laid with iron and steel rails, 40lb and 41¼lb to the yard, on deodar sleepers, except a mile on the Mehsána-Viramgám section, which is laid with steel trough sleepers. With slight exceptions it is fully ballasted.<br>The line runs through an easy country, and there have been no engineering difficulties.<br>The whole system was originally fenced with cactus; but this has, in several places, been entirely destroyed by floods and locusts, and what remains is much broken up.<br>There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet. | The survey of the line from Mehsána to Vadnagár was undertaken in May 1884, and construction commenced in August 1886. The line was completed by the Bombay, Baroda and Central India Railway Company in March 1887.<br>The funds for this branch were supplied by His Highness the Gaekwar of Baroda.<br>The construction of an extension from Visnagar to Vijápur, which was sanctioned on the 18th April 1887, has been deferred for the present.<br>The survey of the line from Vadnagar to Kherálu was commenced in April 1887 and the construction in June 1887. The extension was completed by the Bombay, Baroda and Central India Railway Company in December 1888.<br>Surveys of branch lines from Mehsána to Viramgám and Pátan were carried out during the early part of 1889, and the construction of the lengths between Mehsána and Viramgám and Mehsána and Pátan was commenced in May and in November 1889, respectively.<br>This line is worked by the Bombay, Baroda and Central India Railway Company under an agreement, the terms of which will be found in Appendix M to Part II of the Railway Administration Report for 1893-94. |
| The rails used are flat-footed steel, 66½lb. to the yard, laid on steel trough sleepers fully ballasted throughout with good gravel. The width at formation level is 18 feet. The centre line is on an embankment.<br>There are a few bridges of one or two spans of 20 feet each.<br>The whole line is fenced with cactus.<br>There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.<br>The ruling gradient on the line is 1 in 200, of which there are 5 in number and aggregate 1·91 miles in length. | The orders for the survey of this line were given in December 1887; construction was sanctioned in December 1888; work was commenced in January 1889 and completed on the 5th May 1890.<br>The cost of construction has been defrayed by His Highness the Gaekwar.<br>This line is worked and maintained by the Bombay, Baroda and Central India Railway Company under an agreement, the terms of which will be found in Appendix DD to Part II of the Railway Administration Report for 1897-98. |
| The line traverses a very difficult country, the greater part being on a gradient of 1 in 200; the steepest gradient on the line is, however, 1 in 100; it is situated in the 1st mile from Godhra and is 1,400 feet in length.<br>There are no curves under a radius of 1,000 feet.<br>The rails are flat-footed, steel, 75lb. to the yard, laid on steel trough sleepers from mile 0 to 84¼ and mile 114 to 117, on deodar sleepers from mile 84¼ to 114 and mile 122 to 123 with bits of steel sleepers in three places, and on creosoted pine sleepers from mile 117 to 122 and mile 123 to 140¾.<br>The line is fenced with wire from mile 0 to mile 35 and then in different sections, making an aggregate of 76½ miles. The rest of the line is unfenced.<br>The ballast is of stone or gravel.<br>The ruling gradient is 1 in 200, of which there are 70 in number, aggregating 72·19 miles in length. | The line from Godhra to Rutlám was surveyed in 1883 and 1884, but on the representation of the Bombay, Baroda and Central India Railway Company a resurvey was ordered in October 1886.<br>Sanction to the commencement of work was given on the 20th October 1890, and work was started on the first section—from Godhra to the 24th mile—on the 1st January 1891. In June 1891 work was started from Rutlam to the 60th mile, and between the 60th and 24th miles.<br>The construction of the line from Rutlam to Nágdá was sanctioned and orders for the commencement of work issued in December 1894, and work was started in March 1895.<br>The contract for the maintenance and working of this line by the Bombay, Baroda and Central India Railway Company is printed as Appendix J to Part II of the Railway Administration Report for 1893-94 and Appendix T to Part II of the report for 1897-98. |

*P. T. O.*

Appendix 7.
History of Railways.

APPEN

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | Miles. | Miles. | Total mileage. | Date of opening for public traffic. | Miles. |
|---|---|---|---|---|---|---|
| 9 (*a*) | **Great Indian Peninsula—** | | | Miles. | NORTH-EAST LINE— | |
| | (*5′ 6″ gauge*). | | | | *Main line*— | |
| | NORTH-EAST LINE— | | | | Victoria terminus to Bori Bandar . . . 1-1-82 | 0·19 |
| | *Main line*— | | | | Bori Bandar to Thána . 18-4-53 | 20·54 |
| | Bombay (Victoria terminus) to Kalyán Junction . | 33·38 | | | Thána to Kalyán . . 1-5-54 | 12·65 |
| | Kalyán Junction to Bhusával Junction . . . | 243·89 | | | Kalyán to Vásind . . 1-10-55 | 16·14 |
| | Bhusával Junction to Jubbulpore (point of junction with the East Indian railway) . . . | 337·84 | | | Vásind to Asángaon . . 6-2-60 | 3·75 |
| | | | 615·11 | | Asángaon to Kására . . 1-1-61 | 21·84 |
| | *Branches*— | | | | Kására to Igatpuri (Thull ghât) . . . . 1-1-65 | 9·89 |
| | Chalisgaon (203·48 miles from Bombay) to Dhulia . | 35·20 | | | Igatpuri to Násik . . 28-1-61 | 31·43 |
| | Jalgaon (260·96 miles from Bombay) to Amalner . | 34·28 | | | Násik to Chálisgaon . . 1-10-61 | 87·24 |
| | Bhusával Junction (277·27 miles from Bombay) to Nágpur (point of junction with the Bengal-Nágpur railway) (*Nágpur branch*) | 243·25 | | | Chálisgaon to Jalgaon . 6-10-62 | 57·48 |
| | Gádarváda Junction (535·33 miles from Bombay) to Gotitoria (*Mohpáni branch*) . . . | 13·68 | | | Jalgaon to Bhusával . . 20-5-63 | 15·01 |
| | | 326·41 | | | Bhusával to Burhánpur . 20-11-65 | 33·91 |
| | | | 941·52 | | Burhánpur to Khandwa . 3-9-66 | 42·79 |
| | SOUTH-EAST LINE— | | | | Khandwa to Bir . . 17-2-68 | 21·15 |
| | *Main line*— | | | | Bir to Itársi . . . 1-1-70 | 89·27 |
| | Kalyán Junction (33·19 miles from Bombay) to Ráichúr (point of junction with the Madras railway) . . | 408·86 | | | Itársi to Soházpur . . 1-2-70 | 30·69 |
| | | | | | Soházpur to Jubbulpore . 8-3-70 | 121·14 |
| | *Khopoli branch*— | | | | | 615·11 |
| | Palasdhari (63·71 miles from Bombay) to Khopoli . | 7·24 | | | Chálisgaon to Dhulia— | |
| | | | 416·10 | | For goods traffic . 15-10-00 } For passenger traffic . 10-12-00 } | 35·20 |
| | | | | | Jalgaon to Dhrangaon— | |
| | | | | | For goods traffic . . 20-2-00 | 18·56 |
| | | | | | Dhrangaon to Amalner . 4-4-00 | 15·72 |
| | | | | | | 34·28 |
| | | | | | *Nágpur branch*— | |
| | | | | | Bhusával Junction to Malkápur . . . . 20-5 63 | 30·05 |
| | | | | | Malkápur to Shegaon . 24-10-64 | 32·53 |
| | | | | | Shegaon to Badnera . . 18-12-65 | 72·67 |
| | | | | | Badnera to Pulgaon . . 16-7-66 | 40·29 |
| | | | | | Pulgaon to Sindi . . 5-11-66 | 38·27 |
| | | | | | Sindi to Nágpur . . 20-2-67 | 29·44 |
| | | | | | | 243·25 |
| | | | | | *Mohpáni branch*— | |
| | | | | | Gádarváda to Mohpáni— | |
| | | | | | For coal traffic only . 3-9-72 } For public traffic . . 1-1-81 } | 12·47 |
| | | | | | Mohpáni to Gotitoria . 22-11-96 | 1·07 |
| | | | | | Mohpáni to new coal fields 30-6-00 | 0·14 |
| | | | | | | 13·68 |
| | | | | | SOUTH-EAST LINE— | |
| | | | | | *Main line*— | |
| | | | | | Kalyán to Palasdhari (Karjat) . . . 12-5-56 | 30·61 |
| | | | | | Palasdhari to Khandála (Bhore ghât) . . . 14-5-63 | 13·20 |
| | | | | | Khandála to Lonávla (Bhore ghât) . . 14-6-58 | 2·35 |
| | | | | | Lonávla to Poona . . 14-6-58 | 39·66 |
| | | | | | Poona to Diksál . . 15-12-58 | 64·25 |
| | | | | | Diksál to Bársi Road . 23-10-59 | 50·60 |
| | | | | | Bársi Road to Mohol . 20-1-60 | 28·32 |
| | | | | | Mohol to Sholápur . . 6-6-60 | 20·51 |
| | | | | | Sholápur to Gulbarga . 1-2-70 | 70·29 |
| | | | | | Gulbarga to the Kistna . 1-12-70 | 73·76 |
| | | | | | Kistna to Ráichúr . . 1-5-71 | 15·31 |
| | | | | | | 408·86 |
| | | | | | *Khopoli branch*— | |
| | | | | | Palasdhari to Khopoli . 12-5-56 | 7·24 |
| | Carried over | | 1,357·62 | | Carried over . | 1,357·62 |

DIX 7—*continued.*

*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The north-east line to Khandwa, 352·39 miles; 0·74 mile near Bágra; 46·42 miles from Kalyán Junction to Lonávla on the south-east line, and 62·37 miles from Bhusával to Shegaon on the Nágpur branch—461·92 miles in all—are double. Between Victoria terminus and Byculla Junction, a distance of 2·87 miles, four tracks are laid. Two of these tracks, however, are used for goods traffic only, and are treated as sidings in the mileage returns. On the rest of the line generally the earthwork is for a single line, and the bridges and viaducts for a double line. | The line from Bombay to Thána was commenced on the 31st October 1850, and that from Bhusával Junction to Malkápur towards the close of 1859. |
| The rails originally laid were iron weighing 68lb and 84lb to the yard. These are now being gradually replaced by steel rails weighing 69lb, 82lb, and 86lb to the yard. The lengths at present laid with steel and iron rails in the main line are 1,696·58 and 32·56 miles, respectively. | The dates of orders for the construction of other sections on the north-east line, including branches, are as follows:<br>Thána to Persick . . . . . 28-3-51<br>Persick to Kalyán . . . . . 22-5-52<br>Kalyán to Vásind . . . . . 20-5-53<br>Vásind to Bhusával . . . . . 25-3-57<br>Bhusával to Jubbulpore . . . . . 1858<br>Nágpur branch . . . . . 27-9-58<br>Mohpáni branch . . . . . 13-2-71<br>Mohpáni to Gotitoria . . . . . 25-2-96 |
| The sleepers originally laid were chiefly wooden. These are now mostly replaced by iron bowls. There were 1,661·38 miles of bowl sleepers and 67·76 miles of wooden sleepers on the 31st December 1899. | |
| The whole of the south-east line, excepting the ghât section, is laid with iron bowls. | |
| The line, with the exception of the Mohpáni branch, is well fenced throughout. | |
| The line throughout is very fully ballasted. | |
| The following statement shows the length and situation of gradients up to 1 in 100, and of curves under a radius of 1,000 feet: | |

| SECTION OF LINE. | LENGTH OF GRADIENTS. | | | Length of curves of 990 feet radius. |
|---|---|---|---|---|
| | $\frac{1}{50}$ and less. | $\frac{1}{51}$ to $\frac{1}{80}$. | $\frac{1}{81}$ to $\frac{1}{100}$. | |
| | Miles. | Miles. | Miles. | Miles. |
| NORTH-EAST LINE— | | | | |
| Miles 75—84 from Bombay (Thull ghât) . . . | 5·05 | 2·36 | ... | ... |
| Miles 21—99 from Bombay . | ... | ... | 13·55 | ... |
| „ 271—3 „ . | ... | ... | 0·94 | ... |
| SOUTH-EAST LINE— . | | | | |
| Miles 64—80 from Bombay (Bhore ghât) . . . | 14·26 | 0·46 | ... | ... |
| Miles 63—64 from Bombay . | ... | ... | 0·43 | ... |
| „ 298—376 „ . | ... | ... | 16·65 | ... |
| „ 75—76 „ . | ... | ... | ... | 0·34 |

From Sholápur to Gulbarga the contractors commenced work on the 3rd August 1865, and from Gulbarga to Ráichúr the contract was let in December 1865. The Kistna bridge on the Gulbarga-Ráichúr section was opened on the 9th October 1873.

The remaining portions of the south-east line were sanctioned for construction on the following dates:

Kalyán to Neral . . . . . 13-5-54
Neral to Palasdhari . . . . . 10-1-55
Palasdhari to Poona . . . . . 7-7-55
Poona to Sholápur . . . . . 5-10-55
Khopoli branch . . . . . 30-1-55
Chálisgaon to Dhulia . . . . . 15-7-97
Amalner to Jalgaon . . . . . Jany. '98.

The Khopoli branch is worked during fair weather only.

The Great Indian Peninsula and Indian Midland railway systems have been amalgamated and worked as one undertaking on behalf of the State from 1st July 1900, the terms for which will be found in Appendices D and E to this report.

P. T. O.

Appendix 7.
History of Railways.

APPEN

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | Total mileage. | Date of opening for public traffic. | | |
|---|---|---|---|---|---|
| | | Miles. | | | Miles. |
| 9 (*a*) | **Great Indian Peninsula**—*concld.* (5′ 6″ *gauge*). | | Brought forward | | 1,357·62 |
| | Brought forward | 1,357·62 | | | |
| | | | DOUBLE—NORTH-EAST LINE— | | |
| | | | Victoria terminus to Bori Bandar | 1-1-82 | 0·19 |
| | | | Bori Bandar to Thána | 18-4-53 | 20·54 |
| | | | Thána to Kalyán | 1-5-54 | 12·65 |
| | | | Kalyán to Vásind | 22-10-66 | 16·15 |
| | | | Vásind to Atgaon | 20 2-67 | 9·65 |
| | | | Atgaon to Kására | 25-4-67 | 15·94 |
| | | | Kására to Igatpuri | 1-1-65 | 9·89 |
| | | | Igatpuri to Násik | 10-1-69 | 31·43 |
| | | | Násik to Chálisgaon | 10-1-69 | 87·24 |
| | | | Chálisgaon to Kajgaon | 10-1-69 | 11·86 |
| | | | Kajgaon to Páchora | 17-3-69 | 16·05 |
| | | | Páchora to Máheji | 27-5-69 | 9·14 |
| | | | Máheji to Bhádli | 6-3-73 | 27·59 |
| | | | Bhádli to Bhusával | 6-6-73 | 7·84 |
| | | | Bhusával to Bhusával Junction | 1-7-92 | 1·11 |
| | | | Bhusával Junction to Khandwa (Abna Junction) | 11-1-89 | 75·12 |
| | | | Bágra tunnel to Towa viaduct | 1-2-70 | 0·74 |
| | | | | | 353·13 |
| | | | DOUBLE—SOUTH-EAST LINE— | | |
| | | | Kalyán to Palasdhari | 25-7-70 | 30·61 |
| | | | Palasdhari to Khandála | 14-5-63 | 13·20 |
| | | | Khandála to Lonávla | 14-6-58 | 2·61 |
| | | | | | 46·42 |
| | | | DOUBLE—NÁGPUR BRANCH— | | |
| | | | Bhusával Junction to Nádgaon | 11-1-89 | 17·72 |
| | | | Nádgaon to Shegaon | 1-4-90 | 44·65 |
| | | | | | 62·37 |
| | | | TOTAL DOUBLE LINE | | 461·92 |
| | Total | 1,357·62 | TOTAL OPEN MILEAGE | | 1,357·62 |

DIX 7—*continued.*

*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| | |

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year

| Class: No. | Name of line and mileage sanctioned | Total mileage. | Date of opening for public traffic. |
|---|---|---|---|
| 22 (*c*) | **Guntakal-Mysore frontier—**<br>*(3′ 3⅜″ gauge).*<br>Guntakal (234·25 miles from Portuguese frontier on the Southern Mahratta railway) to Mysore frontier . . | Miles.<br><br>119·50 | Guntakal to Dharmavaram— Miles.<br>For goods traffic . . 1-3-92 } 62·95<br>For passenger traffic . 10-6-92 }<br>Dharmavaram to Hindúpur . 23-4-93 49·28<br>Hindúpur to Mysore frontier 17-9-93 7·27<br>TOTAL OPEN MILEAGE 119·50 |
| 9 (*f*) | **Gwalior Light—**<br>*(2′ 0″ gauge).*<br>Gwalior to Sipri . . . . * 73·81<br>Gwalior to Bhind . . . . † 52·33 | 126·14 | Gwalior to Sipri . . 2-12-39 . 73·81<br>Gwalior to Bhind . 2-12-99 . 52·33<br>TOTAL OPEN MILEAGE . 126·14 |

* Including 1·37 miles of His Highness the Maharaja of Scindia's private line.
† Including 8·06 miles of His Highness the Maharaja of Scindia's private line.

**DIX 7**—*continued.*



*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| On the Guntakal-Dharmavaram section, the permanent-way consists of 41¼lb. flat-footed steel rails, laid on steel transverse sleepers of the pea-pod pattern. The line is unfenced, except at stations. The ruling gradient is 1 in 100. The country traversed is moderately easy; but the waterways are considerable and include the following principal bridges :—<br>Pennér . . . 11 Spans. of 150 Feet.<br>Thada Kalairu . . . 8 „ 64<br>Penna Mairu . . . 14 „ 64<br>On the line from Dharmavaram to Hindùpur earthwork is heavy on the Penukonda section, but the bridges are unimportant. The permanent-way is of the same description as on the Guntakal-Dharmavaram section.<br>The length and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet are as under : | The length between Dharmavaram and Guntakal was sanctioned in June 1889, and work was commenced almost immediately. The construction of the line was carried out principally by Government Engineers under the direction of the Chief Engineer of the South Indian Railway Company. The working was made over to the Southern Mahratta Railway Company on the 1st January 1893.<br>The extension to Hindúpur was sanctioned on the 26th January 1891; this, together with the length from Guntakal to Dharmavaram, comprises the project originally known as the Hindúpur extension. In August 1891, 7·27 miles to the Mysore frontier were sanctioned. The working of the section from Dharmavaram to Hindúpur was taken over by the Southern Mahratta Railway Company on the 23rd April 1893. |

| SECTION OF LINE. | LENGTH OF GRADIENTS. | | CURVES UNDER a RADIUS OF 1,000 FEET. | |
|---|---|---|---|---|
| | 1/60 and less. | 1/61 to 1/100. | Length. | Radii. |
| Guntakal to Mysore frontier— | Miles. | Miles. | Mile. | |
| Between miles 4 a 11 | ... | 26·5 | ... | ... |
| „ 63 . . | ... | ... | 0·07 | 600 feet. |

The section between Hindúpur and the Mysore frontier was taken over on the 23rd April 1893 and completed by the Southern Mahratta railway and opened for public traffic on the 17th September 1893. The line is worked by the Southern Mahratta railway, the terms for which be will found in Appendix J to this report.

| | |
|---|---|
| The Gwalior-Sipri line will, for the most part, be laid on the berm of the Grand Trunk, Agra-Bombay Road, but at parts a new alignment is necessitated by the very heavy ghâts. The total rise, Gwalior to Sipri, is some 1,000 ft. Existing road bridges are made use of where possible. The ruling gradient is 1 in 40, and the sharpest curve in station yards 200 feet radius. The sharpest curve out of stations is 400 feet radius and this occurs but seldom, and not on the limiting grade. There are 1·17 miles on the ruling grade situated in the 18th and 19th miles. The formation width of banks is 12 feet and in cutting 13 feet. The permanent-way consists of 30lb. steel rails laid on 41lb. steel trough sleepers, Indian State Railway pattern. The line is ballasted throughout. | The line was sanctioned for construction in March 1897 as a famine work. |
| The Gwalior-Bhind section is an extension of His Highness the Maharaja of Scindia's private line, ·06 miles of which are made use of. The country is easy and bridging light. The ruling grade is 1 in 144 and the sharpest curve out of stations 955 feet radius. The ruling grade extends for 1·14 miles situated at mile 14. The formation width of banks is 12 feet and in cutting 13 feet. The permanent-way consists of 30lb. flat-footed steel rails laid on sâl sleepers. The line is ballasted throughout. | Work on this section was started as famine relief in March 1897. |

* Ruling gradient 1 in 100 throughout.

P. T. O.

Appendix 7.
History of Railways.

## APPEN

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | | Total mileage. | Date of opening for public traffic. | |
|---|---|---|---|---|---|
| 7 (*b*) | **Hardwar-Dehra—** | | | | |
| | *(5'6" gauge).* | | Miles. | | Miles. |
| | Hardwar to Dehra . . . . . | | 32·04 | Hardwar to Dehra . . 1-3-1900 | 32·04 |
| 33 (*a*) | **Howrah-Amta—** | | | | |
| | *(2' 0" gauge).* | | | | |
| | Telkul ghât (Howrah) to Amta . . | 27·19 | | Telkul ghât Howrah) to Dumjur 1-7-97 | 9·20 |
| | Bárgachia to Jagatbalabpur (*Branch*) . | 1·50 | | Dumjur to Bárgachia . . . 2-10-97 | 5·87 |
| | | | | Bárgachia to Maju . . . . 4-5-98 | 5·50 |
| | | | | Maju to Amta . . . . 1-6-98 | 6·62 |
| | | | | | *27·19* |
| | | | | *Branch—* | |
| | | | | Bárgachia to Jagatbalabpur . 2-10-97 | 1·50 |
| | | | 28·69 | TOTAL OPEN MILEAGE . | 28·69 |
| 34 (*a*) | **Howrah-Sheakhalla—** | | | | |
| | *(2' 0" gauge).* | | | | |
| | Kadamtolla* Junction with the Howrah-Amta railway, 1·87 miles from Telkul ghât (Howrah) to Sheakhalla . | 17·38 | | Kadamtolla to Chanditala . 2-8-97 | 8·88 |
| | | | | Chanditala to Kistrampur . 10-9-97 | 3·75 |
| | | | | Kistrampur to Sheakhalla . 7-11-97 | 4·75 |
| | | | | | 17·38 |
| | Chanditala to Janai (*Branch*) . . | 2·37 | | | |
| | | | 19·75 | Chanditala to Janai (*Branch*) 5-5-98 | 2·37 |
| | | | | TOTAL OPEN MILEAGE . | 19·75 |

* Excluding the Howrah-Kadamtolla section of the Howrah-Amta railway worked over.

**DIX 7—*continued.***

***on the 31st December 1900, alphabetically arranged.***

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The line has been constructed for a single track with permanent-way of 75lb. flat-footed steel rails and deodar sleepers. Work is heavy, especially in minor bridges over the first 16 miles, after which the country is easy, except for a mile on each side of Ré Nadi.<br>The two largest bridges are of 9 spans of 40 feet over the Motichur and of 7 spans of 60 feet over the Suswa.<br>The ruling gradient is 1 in 75, of which there are 15 in number, aggregating 8·92 miles, and the sharpest curve 1,273 feet radius. | The line is being worked by the Oudh and Rohilkhand State railway on behalf of Messrs. Gillanders, Arbuthnot and Company, the Managing Agents of the Hardwar-Dehra Branch Railway Company, "Limited," under an agreement the terms of which will be found in Appendix X to Part II of the Railway Administration Report for 1896-97. |
| The permanent-way consists of steel rails, Vignole's pattern, 25lbs. to the yard, laid on cross sleepers of pynkado. There are no large bridges, but some important culverts and various minor bridges, the longest of which is 9 spans of 19 feet 6 inches at Gujerpore near Amta. The sharpest curve, sanctioned specially for the Town of Howrah, is of 144 feet radius, and the ruling gradient 1 in 100. All these grades are on the approaches to canal bridges requiring plenty of headway for boats, and none of them are over 600 feet in length. The line is ballasted throughout but not fenced. | The line has been constructed by the Howrah-Amta Light Railway Company, Limited. It was sanctioned for construction in March 1895.<br>The line, with occasional diversions, the longest of which are one ¾ of a mile long in the 3rd mile and another of 3 miles from Bárgachia to Munshir Hât 16th to 19th miles, follows the Howrah-Amta road. At Bárgachia there is a branch line to Jagatbalabpur laid upon the main road. The District Board of Howrah have guaranteed a subsidy of Rs. 1,100 per mile per annum, limited to a maximum annual payment of Rs. 28,000 per annum. |
| The permanent-way consists of steel rails, Vignole's pattern, 25lbs. to the yard, laid on cross sleepers of pyinkado. There are no large bridges, and the ruling gradient (only on bridge approaches) is 1 in 100, and the sharpest curves, sanctioned specially for Howrah town, are of 144 feet radius. The line is ballasted throughout but not fenced. | The line was sanctioned for construction in March 1895. It has been constructed by the Howrah-Sheakhalla Light Railway Company, Limited.<br>The line follows the Howrah-Sheakhalla road. At Chanditalah there is a branch line to Janai laid along the main road. The District Board have guaranteed a subsidy of Rs. 950 per mile per annum. |

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | Total mileage. | Date of opening for public traffic. | |
|---|---|---|---|---|
| | | Miles. | | Miles. |
| 11 (*c*) | **Hyderabad-Gódávari Valley—** | | | |
| | *(3′ 3⅜″ gauge).* | | | |
| | Secunderabad to Manmád . . . . | 385·23 | Manmàd to Jalná— | |
| | | | For goods traffic . . 21-10-99 } | 109·36 |
| | | | For passenger traffic . 7-12-99 } | |
| | | | Jalná to Sailu . . . 7-12-99 | 44·87 |
| | | | Sailu to Purbhani— | |
| | | | For goods traffic . . 25-4-00 } | 26·44 |
| | | | For passenger traffic . 25-6-00 } | |
| | | | Purbhani to Nanded . . 9-10-00 | 36·15 |
| | | | Nanded to Sivungaon— | |
| | | | For goods traffic . . 23-8-00 } | 17·68 |
| | | | For passenger traffic . 9-10-00 } | |
| | | | Sivungaon to Basar— | |
| | | | For goods traffic . . 25-4-00 } | 32·89 |
| | | | For passenger traffic . 9-10-00 } | |
| | | | Basar to Secunderabad— | |
| | | | For goods traffic . . 25-4-00 } | 117·84 |
| | | | For passenger traffic . 16-5-00 } | |
| | | | TOTAL OPEN MILEAGE | 385·23 |
| 8 (*d*) | **Hyderabad-Shadipalli—** | | | |
| | *(5′ 6″ gauge).* | | | |
| | Gidu Bandar on the Indus near Hyderabad to Shadipalli . . . . | 55·33 | Gidu Bandar to Shadipalli . 18-8-92 | 55·33 |

**DIX 7—*continued.***

***on the 31st December 1900, alphabetically arranged.***

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The permanent-way will consist of 50lb. rails and steel and wooden sleepers.<br>The steepest gradient will be 1 in 133·30 and aggregates 132·25 miles in length. The sharpest curve will have a radius of 1,432 feet.<br>The following are the important bridges:—<br>Polang . . 7 of 40<br>Gódávari . . 21 „ 60<br>Boalsa . . 6 „ 20 arches.<br>Moodkhaid . . 8 „ 15 „<br>Astna . . 7 „ 80<br>Pandrea . . 6 „ 20 arches.<br>Thurna . . 3 „ 60<br>Poorna . . 13 „ 60<br>Narendi . . 3 „ 40<br>Rotigaon Nallah . 4 „ 40<br>Bor Nadi . . 3 „ 40<br>Dhykoo . . 5 „ 40<br>Sivna . . 6 „ 60 and 2 span of 40'<br>Kam . . . 4 „ 40<br>Sukhna . . 5 „ 40<br>Lahouki . . 4 „ 40<br>Dudhna I . . 6 „ 40<br>Dudhna II . . { 3 „ 100<br>{ 1 „ 40<br>Kasoora . . 4 „ 60 | The construction of the line was sanctioned in January 1897. The terms for construction and working will be found in Appendix BB to Part II of the Railway Administration Report for 1897-98. |
| This railway is constructed for a single line. The ruling gradient is 1 in 200, and the earthworks are light. The permanent-way is second-hand flat-footed 60lb. iron rails laid on deodar sleepers. Stone ballast is used for 29·50 miles only (in five pieces).<br>There is only one curve under a radius of 1,000 feet, *viz.*, 800 feet. It occurs in the 1st mile from Gidu Bandar, and is 922 feet in length. | The construction of this line was sanctioned on the 5th March 1891.<br>It is worked by the North Western State railway for 45 per cent. of the gross earnings, including the hire of rolling stock *plus* actual cost of maintenance and Telegraph Department charges. |

*P. T. O.*

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | | Total mileage. | Date of opening for public traffic. | | |
|---|---|---|---|---|---|---|
| | | Miles. | Miles. | | | Miles. |
| 9 *(f)*. | **Indian Midland—** | | | *Main Line—* | | |
| | *(5′ 6″ gauge).* | | | Bhopal to Jhánsi | 1-1-89 | 180·49 |
| | *Main line—* | | | Jhánsi to Gwalior | 1-3-89 | 60·39 |
| | Bhopal (57·11 miles from Itársi on the Bhopal-Itársi railway) to Jhánsi | 180·49 | | Gwalior to Hetampur | 20-12-79 | 32·40 |
| | Jhánsi *viá* Gwalior to Agra Cantonment | 135·03 | | Hetampur to Dholpur | 15-5-81 | 8·55 |
| | | 315·52 | | Dholpur to Agra Cantonment | 10-1-78 | 33·69 |
| | | | | | | 315·52 |
| | *Branches—* | | | *Branches—* | | |
| | Jhánsi to Mánikpur (617·50 miles from Howrah on the Jubbulpore branch of the East Indian railway, (*Mánikpur branch*) | 180·37 | | *Mánikpur branch—* | | |
| | Jhánsi to Cawnpore transfer sidings (684·75 miles from Howrah on the East Indian railway) (*Cawnpore branch*) | 135·22 | | Jhánsi to Mau Ranipur | 5-6-89 | 39·96 |
| | | | | Mau Ranipur to Bánda | 1-8-89 | 78·96 |
| | | | | Bánda to Mánikpur | 15-2-89 | 61·45 |
| | | | | | | 180·37 |
| | | | | *Cawnpore branch—* | | |
| | Bína (143 miles from Itársi on the main line) to Saugor (*Sáugor branch*) | 46·24 | | Jhánsi to Chaunrah | 1-2-88 | 95·00 |
| | Bína (143 miles from Itársi on the main line) to the point of junction with the Bína-Goona railway | 2·00 | | Chaunrah to Cawnpore | 1-4-86 | 40·22 |
| | | | | | | 135·22 |
| | | | | *Sáugor branch—* | | |
| | | | | Bína to Sáugor | 5-6-89 | 46·24 |
| | From joint boundary of the Indian Midland and Bhopal-Itársi railways at Bhopal to point of junction with Bhopal-Ujjain railway | 0·21 | | Bina to point of junction with Bína-Goona railway— For goods traffic 1-5-95 / For passenger traffic 23-9-95 | | 2·00 |
| | Sáugor (189 miles from Itársi on the main line) to a point on the East Indian railway at or near Katni (*Katni branch*) | 115·71 | | Bhopal to point of junction with Bhopal-Ujjain railway— For goods traffic 11-11-95 / For passenger traffic 11-4-96 | | 0·21 |
| | From centre of Katni Murwara station to junction with Bengal-Nágpur railway | 0·71 | | *Katni branch—* | | |
| | Connecting link with East Indian railway at Katni Murwara from points in Indian Midland Railway main line to junction with East Indian Railway | 0·27 | | Sáugor to Damoh | 26-3-98 | 47·83 |
| | | 480·73 | | Damoh to Katni | 1-1-99 | 67·88 |
| | | | | From centre of Katni Murwára station to junction with Bengal-Nágpur railway | 1-1-99 | 0·71 |
| | Carried over | 796·25 | | Carried over | | 795·98 |

**DIX 7—*continued.***



***on the 31st December 1900, alphabetically arranged.***

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The main line and branches are constructed for a single line with flat-footed steel rails, 80lbs. to the yard, and oval pot sleepers weighing 92lbs. each bowl, excepting the line from Cawnpore to the south bank of the Jumna river near Kálpi where the rails are 75lbs. to the yard, double-headed, laid on Denham-Olphert's sleepers, with 20 feet width formation. There were no engineering difficulties on this section.<br>From Bhopal to Jhánsi the ruling gradient is 1 in 200, aggregating 74·83 miles in length and from Jhánsi to Cawnpore 1 in 100, of which there are four in number, aggregating 5·41 miles in length.<br><br>The chief bridges are—<br>Betwa (Markrari) . . 9 of 150<br>Narain . . . . 4 „ 150<br>Bína . . . . 4 „ 150<br>Keotan . . . . 5 „ 100<br>Newan . . . . 8 „ 60<br>Betwa (Bhilsa) . . 4 „ 100 and 5 of 75<br>From Jhánsi to Gwalior the ruling gradient is 1 in 150, of which there are nine in number, aggregating 10·63 miles in length. There are heavy rock cuttings in the Antri pass and a bridge of 9 spans of 100 feet and 1 of 6 feet over the Sindh river.<br>From Jhánsi to Mánikpur the steepest gradient is 1 in 125, of which there are seven in number, aggregating 5·21 miles in length.<br>From Saugor to Katni, the ruling gradient, *against* the coal traffic, is 1 in 200 and *with*, 1 in 100. There are thirty-two of the former grades, aggregating 47·29 miles and four of the latter, aggregating 6·17 miles.<br>The line is laid with 80lb. steel rails on cast-iron pot sleepers. The important bridges are those over the Bewas river (3-100 feet), Sonar (8-100 feet). Kopra (4-100 feet), Bearmi (11-100 feet) and the Bhoja Kho viaduct (5-100) feet spans with 30 feet arched approaches.<br>There are heavy rock cuttings at the 16th, 18th and the 65th to 85th mile from Saugor.<br>Fencing has been erected through Saugor Cantonments and at Damoh and Katni Murwara station only.<br>There are no curves under a radius of 1,000 feet.<br>The line is fenced throughout, except between Bánda and Jhánsi on the Jhánsi-Mánikpur section.<br>The principal bridges are—<br>Betwa (Sujanpura) . 13 of 150 and 1 of 60<br>Dhassan (Mau) . . 13 „ 100<br>Ken . . . . 1 „ 250 and 12 of 100<br>Bagain . . . . 8 „ 100<br>Borwa . . . . 1 „ 100 and 4 of 40<br>Paisuni . . . 4 „ 100<br>Ohan . . . . 1 „ 100 and 4 of 40<br>The Jumna bridge at Kálpi, 10 spans of 250 feet, is the only important work between Cawnpore and Jhánsi. It was finished in November 1887, The piers and abutments are built of sufficient widh to take a second line of rails.<br>The only important works on the Bína-Saugor branch are the heavy cuttings at Banhat and the Dhassan bridge (4 spans of 100 feet). There is also a grade of 1 in 100 —the steepest on the line—for a length of 3·37 miles. | On the 2nd October 1885 the Indian Midland Railway Company, Limited, enterd into a contract with the Secretary of State for the construction of this line which embraces the original projects for the Bhopal-Jhánsi-Cawnpore, the Jhánsi-Gwalior, and the Jhánsi-Mánikpur railways, with the section from Bína to Saugor of the Bilaspur-Etáwa State railway.<br><br>The contract also provides for the extension from Saugor to a point on the East Indian railway near Katni. Sanction was given to the construction of this line in December 1895.<br>Work was started on the several sections of the Indian Midland railway on the dates given below:<br>Cawnpore-Kálpi . . . Oct. 1884<br>Kálpi-Jhánsi . . . . Jan. 1886<br>Bhopal-Bhílsa . . . . Mar. 1886<br>Bhílsa-Básoda . . . . Apl. 1886<br>Jhánsi-Lalitpur . . . . May 1886<br>Básoda-Lalitpur . . . . June 1886<br>Jhánsi-Gwalior . . . . Aug. 1886<br>Bína-Saugor . . . . Aug. 1887<br>Saugor-Damoh . . . . Dec. 1895<br>Damoh-Katni . . . . Jan. 1896<br><br>The Jhánsi-Mánikpur section was originally sanctioned on the 23rd August 1883, but work was stopped on the 31st March 1885. A revised estimate was sanctioned on the 25th January 1886, and work was resumed about that date.<br><br>The length, 2·00 miles, from the Bína station to the point of Junction with the Bína-Goona railway, was sanctioned for construction on the 5th June 1893, and that from the joint boundary of the Indian Midland and the Bhopal-Itársi railways at Bhopal to the point of junction with the Bhopal-Ujjain railway, 0·21 mile, on the 7th July 1894.<br><br>The Indian Midland and Great Indian Peninsula railways systems have been amalgamated and worked as one undertaking on behalf of the State from 1st July 1900, terms for which will be found in Appendices D and E of this report. |

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

Note—On account of the earlier issue of this Appendix this year;

| Class: No. | Name of line and mileage sanctioned. | Miles | Total mileage. | Date of opening for public traffic. | | Miles |
|---|---|---|---|---|---|---|
| | | | Miles. | | | |
| 9 (*f*) | **Indian Midland**—*concluded.* | | | Brought forward | | 795·98 |
| | (*5′ 6″ gauge*). | | | Connecting link with East Indian railway at Katni Murwara from points in Indian Midland Railway main line to junction with East Indian railway | 1-1-99 | 0·27 |
| | Brought forward | 796·25 | | | | |
| | TOTAL | | 796·25 | TOTAL OPEN MILEAGE | | 796·25 |
| 10 (*m*) | **Jaipur**— | | | | | |
| | (*3′ 3⅜″ gauge*). | | | | | |
| | Sanganer to Siwai Madhopur in the Jaipur state | | 72·85 | | | |
| 8 (*e*) | **Jammu and Kashmir**— | | | | | |
| | (*5′ 6″ gauge*). | | | | | |
| | Frontier of the Kashmir State to the left bank of the Tawi river near Jammu | | 15·92 | Frontier of the Kashmir State to the left bank of the Tawi river | 15-3-90 | 15·92 |
| 21 (*b*) | **Jamnagar**— | | | | | |
| | (*3′ 3⅜″ gauge*). | | | Rájkot Junction to Jámnagar | 8-4-97 | 50·29 |
| | Rájkot Junction with the Bhávnagar-Gondal-Junágad-Porbandar and Morvi railways (46·23 miles from Jetalsar on the Jetalsar-Rájkot railway) to Jámnagar | | *54·28 | Jámnagar to Bedi Bandar— For goods traffic | 8-4-97 | 3·99 |
| | | | | TOTAL OPEN MILEAGE | | 54·28 |

* Including 3·99 miles of dock estate lines.

**DIX 7—*continued.***



***on the 31st December 1900, alphabetically arranged.***

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The late Sindia State railway, which now forms a part of the Indian Midland railway, extends from Agra Cantonment to Gwalior. The track was originally laid with iron rails 62 lbs. to the yard on transverse deodar sleepers; the latter from time to time as they deteriorated have been renewed with Indian Midland railway pot sleepers. Up to the end of 1899 the Company have also relaid 43·46 miles of track with Indian Midland railway steel rails 80lbs. to the yard.<br>The principal work on this section is the bridge over the Chambal river which consists of 12 spans of 186 feet each and 2 spans of 136 feet each.<br>The ruling gradient is 1 in 151·50, of which there are three in number, aggregating 3·60 miles in length. | |
| The permanent-way as at present proposed will consist of 41½lb. rails and creosoted pine sleepers; and the ballast of broken stone or kunkur as found most economical.<br>The ruling gradient will be 1 in 200 situated between Sanganer station and mile 4·20.<br>The sharpest curve on the line will be of 2° compensated aggregating 0·59 mile in length. | The line was sanctioned in December 1897, and the commencement of work in February 1898. The funds for its construction will be supplied by the Jaipur State. |
| This line has been constructed according to standard dimensions.<br>The rails are 75lb. flat-footed. The sleepers are of deodar, except where there are dips in the road to pass surface floods: steel transverse sleepers have been used in such places. There are about 1,900 sleepers to the mile. The ballast used is of stone throughout and of excellent quality.<br>There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet. | Sanction was given to the construction of this line on the 25th February 1888.<br>The line has been constructed by the Kashmir Darbar, by whom also the capital was provided.<br>It is maintained and worked by the North Western State railway under an agreement the terms of which will be found in Appendix AA to part II of the Railway Administration Report for 1898-99. |
| The permanent-way consists of 41½lb. steel flat-footed rails laid on creosoted pine and deodar sleepers. The steepest gradient is 1 in 100 for a length of 0·19 mile at mile 16 from Rájkot.<br>There are no curves under a radius of 1,000 feet.<br>The line is unfenced, except at the approaches to the Victoria bridge, near Jámnagar, and the south side of the Jámnagar station yard.<br>The ballast consists of moorum on banks, and of stone in cuttings. | This line was sanctioned in October 1893.<br>Work was commenced in January 1896 and completed on the 7th April 1897.<br>The line has been constructed at the expense of the Jámnagar state by the Bhávnagar-Gondal-Junágad-Porbandar railway, and is worked by it under the direction of a Board of Control consisting of representatives of each of the proprietary states. The agreement will be found in Appendix Z to Part II of the Railway Administration Report for 1897-98. |

*P. T. O*

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | | Total mileage. | Date of opening for public traffic. | |
|---|---|---|---|---|---|
| | | Miles. | Miles. | | Miles. |
| 21 (*c*) | **Jetalsar-Rajkot—** | | | | |
| | *(3′ 3⅜″ gauge).* | | | Jetalsar Junction to Rájkot . 12-4-93 | 46·23 |
| | Jetalsar Junction to Rájkot (point of junction with the Morvi railway) . . | | 46·23 | | |
| 19 (*a*) & (*b*) | **Jodhpur-Bikaner—** | | | Marwar railway Junction to Marwar Pali— | |
| | *(3′ 3⅜″ gauge).* | | | For goods traffic . 24-6-82 } For passenger traffic . 27-7-82 } | 19·00 |
| | Marwar Railway Junction (218·00 miles from Ahmedabad on the Rajputana-Malwa railway, *viâ* Luni and Merta Road Junctions to Kuchâman Road, including the new approach to Kuchâman Road (374·00 miles from Ahmedabad on the Rajputana-Malwa railway) . . . . | 201·00 | | Marwar Páli to Luni Junction . . . . 17-6-84 | 25·00 |
| | Luni Junction to Pachpadra . . | 60·00 | | Luni Junction to Jodhpur . 9-3-85 | 20·00 |
| | Merta Road Junction to Bikaner . | 103·00 | | Jodhpur to Merta Road . 8-4-91 | 64·00 |
| | | | | Merta Road to Kuchâman Road . . . . 13-3-93 | 73·00 |
| | | | 364·00 | Luni Junction to Pachpadra 22-3-87 | 60·00 |
| | | | | Merta Road to Nágour . 16-10-91 | 35·00 |
| | | | | Nágour to Bikaner . 9-12-91 | 68·00 |
| | | | | Bikaner to Dulmera . 2-6-98 | 42·00 |
| | | | | Balotra to Barmer . 15-5-99 | 60·00 |
| | | | | Barmer to Jodhpur Frontier 22-12-00 | 74·44 |
| | *Balotra-Jodhpur frontier section—* | | | | |
| | Balotra to the Jodhpur frontier in the Jodhpur state . . . . . | | 134·44 | | |
| | *Bikaner-Suratgarh extension—* | | | | |
| | Bikaner *viâ* Khari to Bhatinda in the Bikaner state . . . . . | | 201·74 | | |
| | TOTAL . | | 700·18 | TOTAL OPEN MILEAGE . | 540·44 |

DIX 7—*continued.*

*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The permanent-way consists of 41¼lb. rails, laid partly on steel trough and partly on creosoted pine sleepers. The ballast used is of broken stone. The steepest gradient is 1 in 67 for a length of about 0·07 mile between mileages 4 and 5 from Jetalsar, about a third of the line being on a grade of 1 in 200. There is also a small curve (about 0·01 mile long) under a radius of 1,000 feet, *viz.*, 955 feet between mileages 45 and 46 from Jetalsar.<br>The line is unfenced, except between Rájkot Para and Rájkot Junction. | The construction of this line was sanctioned in February 1892.<br>The line has been constructed for the Native States by the Bhávnagar-Gondal-Junágad-Porbandar railway and is worked by it under the direction of a Board of Control consisting of representatives of each of the proprietary states. |
| This is mainly a surface line and the works are very light. Excepting the length between Marwar Junction and Jodhpur, the permanent-way consists of 36lb. steel rails mostly laid on steel trough sleepers. From Jodhpur to Marwar Páli the line was originally laid with old 36lb. iron rails on jungle wood sleepers. The latter have all been replaced by deodar sleepers, while the former are now being gradually replaced by 41¼lb. steel rails.<br>Beyond Marwar Páli second-hand rails were originally laid on creosoted pine sleepers, which have for the most part been renewed by deodar, except for the last 3 miles, where a new approach has been lately constructed with new 41¼lb. steel rails laid on steel sleepers.<br>The line between Balotra and Barmer is laid on 50lb. steel rails and steel sleepers. Permanent-way between Luni Junction and Balotra is being relaid by similar rails and pine sleepers.<br>The line is thoroughly ballasted throughout. On the greater portion of the line the ballast consists of coarse sand and small kunkur; but on the Merta Road-Kuchámán Road section it is chiefly broken stone, marble and kunkur.<br>There is a telegraph line on the entire length, except from Balotra to Pachpadra and from Bikaner to Dulmera.<br>With the exception of a few stations, the line is practically unfenced.<br>There are no grades of 1 in 100 or less, or curves under a radius of 1,000 feet. The ruling gradient is 1 in 150, of which there are 39 in number aggregating 18·89 miles in length.<br>The permanent-way on the Bickaner-Suratgarh extension consists of 36lb. steel rails and deodar and steel trough sleepers weighing 69lbs. each.<br>The ruling gradient is 1 in 150, of which there are 38 in number, aggregating 15·73 miles in length. | The line has been constructed at the expense of, and is worked by, the Jodhpur and Bikaner states. The section up to Luni Junction was sanctioned in 1883 and the extension to Jodhpur in 1884.<br>The line from Jodhpur to Bikaner was sanctioned in 1890.<br>The Luni-Pachpadra section was sanctioned in 1885 and that from Merta Road to Kuchaman Road in July 1891. On the completion of the line to Bikaner the name "Jodhpur-Bikaner railway" was given to the entire system.<br>Sanction to construct the Shadipalli-Balotra railway was given in August 1897. The Balotra-Jodhpur frontier section has been constructed by the Jodhpur Durbar.<br>The Bikaner-Dulmera extension was sanctioned for famine relief purposes in December 1895. Work was commenced on the 26th February 1896. The Dulmera-Suratgarh section was sanctioned in December 1897.<br>The Suratgarh-Bhatinda section was sanctioned in July 1899. |

P. T. O.

Appendix 7.
History of Railways.

APPEN

*History of Railways constructed and in progress*

NOTE—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | Miles. | Total mileage. | Date of opening for public traffic. | Miles. |
|---|---|---|---|---|---|
| 35 (*a*) | **Jorhát—** | | Miles. | | |
| | *(2' 0" gauge).* | | | | |
| | *Main line—* | | | *Main line—* | |
| | Gosáigáon to Titábar . . . | 20·25 | | Gosáigáon to Jorhát— | |
| | Alternative cold weather section to steamer ghât . . . | 2·75 | | For goods traffic . 15-12-84 } For passenger traffic . 17-10-85 } | 9·00 |
| | | | | Jorhát to Dhali river— | |
| | | | | For goods traffic . 15-12-84 } For passenger traffic . 26-2-88 } | 9·50 |
| | *Mariani branch—* | | | Dhali river to Titábar . 16-7-87 | 1·75 |
| | Chenimara to Mariani . . . | 7·00 | | Alternative cold weather section to steamer ghât 25-11-89 | 2·75 |
| | | | | | 21·00 |
| | | | | *Mariani branch—* | |
| | | | | Chenimara Junction to Mariani— | |
| | | | | For goods traffic . . 7-1-85 } For passenger traffic . 26-2-88 } | 7·00 |
| | TOTAL . | 30·00 | | TOTAL OPEN MILEAGE . | 30·00 |
| 1 (*f*) | **Kalka-Simla—** | | | | |
| | *(2' 0" gauge).* | | | | |
| | Kalka to Simla . . . . . | 58·00 | | | |
| 24(*c*) | **Karaikkal-Peralam—** | | | | |
| | *(3' 3⅜" gauge).* | | | | |
| | Peralam (186·58 miles from Madras on the Máyavaram-Mutupet railway) to the French port of Káraikkal . . . . . | 14·65 | | Peralam to Káraikkal . . | 14-3-98 14·65 |

*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | Remarks. |
|---|---|
| This line, excepting the alternative cold weather section, is laid with steel rails, 18lbs. to the yard, Vignole's pattern, on uriam sleepers. The extension to Titabar and the branch to Mariani are laid on the existing roads.<br>The alternative cold weather section from Gosaigaon to the steamer ghat is laid with steel rails, 14lb. to the yard, Fowler's patent.<br>The steepest gradient is 1 in 190.<br>The sharpest curve has a radius of 480 feet and is 468 feet in length. | This line was constructed out of provincial revenues for the convenience of the numerous tea gardens in the neighbourhood of Jorhat. The extension to Titabar, with a branch along the Hatigarh Ali to Mariani, was sanctioned on the 13th September 1883. |
| The permanent-way will be 41lb. steel flat-bottomed rails on wooden sleepers with a ruling grade of 3 per cent. occurring frequently throughout the whole length. | The line is being constructed by the Kalka-Simla Railway Company, Limited, under an agreement, the terms of which will be found in Appendix X to Part II of the Railway Administration Report for 1898-99.<br>Construction of the Kalka-Dharmpore section was sanctioned on the 22nd March 1900 and work is in progress.<br>Detailed surveys of sections north of Dharmpore are still in hand. |
| The line traverses an easy country partly in British and partly in French territory.<br>There is no water-way of any importance, and the only large bridge is one of 3 spans of 25-foot girders over the river Wanjiar.<br>The rails are of steel flat-footed, 41¼lb. to the yard, laid on pyinkado sleepers.<br>There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet. | The construction of this line, which was sanctioned in July 1895, was carried out by the South Indian Railway Company from funds provided by the French Government and is worked through the agency of that Company. |

P. T. O.

Appendix 7.
History of Railways.

APPEN

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | Total mileage. | Date of opening for public traffic. | |
|---|---|---|---|---|
| | Miles. | Miles. | | Miles. |
| 9 (*d*) | **Khamgaon—** | | | |
| | (*5′ 6″ gauge*). | | | |
| | Jalamb Junction [331·81 miles from Bombay (Victoria terminus) on the Nágpur branch of the Great Indian Peninsula railway] to Khámgaon . | 7·55 | Jalamb to Khámgaon . . . 4-3-70 | 7·55 |
| 8 (*h*) | **Khushalgarh-Kohat-Thal—** | | | |
| | (*2′ 6″ gauge*). | | | |
| | Khushálgarh *viâ* Kohat to Thal . | 88·12 | | |
| 12 (*b*) | **Kolar Gold-fields—** | | | |
| | (*5′ 6″ gauge*). | | | |
| | Bowringpet (175·46 miles from Madras on the Madras railway) to Marikuppam. . . . . | 10·00 | Bowringpet to Marikuppam . 1-6-94 | 10·00 |
| 22 (*f*) | **Kolhapur—** | | | |
| | (*3′ 3⅜″ gauge*). | | | |
| | Kolhápur to Miraj (159·98 miles from Poona on the Poona branch of the Southern Mahratta railway) . . | 29·07 | Kolhápur to Miraj . . 21-4-91 | 29·07 |

DIX 7—*continued.*

*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The line is constructed for a single track with a formation of 16 feet.<br><br>It was originally laid with 57lb. flat-footed rails on cast-iron pots, but in 1895 the whole of these were removed and replaced with second-hand Great Indian Peninsula railway 68 lb. iron rails and cast-iron pot sleepers.<br><br>One quarter of the line is ballasted with broken stone, and the rest with gravel.<br><br>The sharpest curve on this line has a radius of 990 feet; it is 0·27 mile long and is situated between 0 and 0·50 mile.<br><br>The steepest gradient, which occurs between miles 5 and 6, is 1 in 96 for a length of 0·23 mile.<br><br>About 1·26 miles of wire fencing have been provided at each end of the line, the remaining portion being unfenced. | The dates of order for survey and construction are as follows:<br>*Date for survey.* — *Dates for construction.*<br>8th April 1870. — 7th June 1869. 11th June 1870.<br>this branch has been constructed from the surplus revenues of the Berars, with a view to facilitate the transport of cotton from the marts of Khámgaon. It is worked by the Great Indian Peninsula Railway Company. |
| ..... | This line was sanctioned for construction on the 31st October 1900. |
| The permanent-way consists of Madras railway second-hand double headed 75lb. iron rails laid on new cast-iron (Greave's) pot sleepers, but in consequence of the excessive wear due to the heavy traffic passing over this branch, the iron rails are gradually being replaced by 75 lb. steel rails.<br><br>The ruling gradient is 1 in 66·67 and the sharpest curve of a radius of 1,685 feet. The gradients of $\frac{1}{81}$ to $\frac{1}{80}$ are of a length of 4·66 miles, and those of $\frac{1}{81}$ to $\frac{1}{100}$ of a length of 2·04 miles. | The line was sanctioned for construction in July 1892. It is being worked by the Madras Railway Company under an agreement the terms of which will be found in Appendix K to Part II of the Railway Administration Report for 1896-97. |
| This line is constructed for a single track. The rails are steel, 41¼ lb. to the yard, laid on steel sleepers. The ruling gradient is 1 in 100—11·03 miles being on this grade.<br><br>There are no curves under a radius of 1,000 feet.<br><br>The following important rivers are crossed:<br>Kistna, 14 spans of 60-foot girders.<br>Panchganga, 10 „ 60 „ „<br>Udgaum Nalla, 10 „ 60 „ „ | The commencement of work was authorised in February 1888.<br><br>The necessary funds were provided by the Kolhápur Durbar, and the line is worked by the Southern Mahratta Railway Company under a special agreement, the terms of which will be found in Appendix S to Part II of the Railway Administration Report for 1891-92. |

Appendix 7.
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | | Total mileage. | Date of opening for public traffic. | |
|---|---|---|---|---|---|
| | | Miles. | Miles. | | Miles. |
| 14 (*b*) | **Ledo and Tikak-Margherita Colliery—** | | | | |
| | (*3′ 3⅜″ gauge*). | | | | |
| | *Main line—* | | | | |
| | Dihing bridge, junction with the Dibru-Sadiya railway, to Ledo, including Namdang branch. | | 7·50 | Dihing bridge to Ledo, including Namdang branch. | |
| | | | | For coal traffic . . 17-2-84<br>For public traffic . . 1-1-97 | 7·50 |
| | | Miles. | Miles. | | Miles. |
| 18 (*b*) | **Lucknow-Bareilly—** | | | *Main Line—* | |
| | (*3′ 3⅜″ gauge*). | | | Lucknow to Sitapur . . 15-11-86 | 55·00 |
| | *Main line—* | | | Sitapur to Lakhimpur . . 15-4-87 | 28·50 |
| | Lucknow (209 miles from Moghal Sarai, on the Oudh and Rohilkhand State railway) to Bareilly 355 miles from Moghal Sarai, on the Oudh and Rohilkhand State railway) . . . . . | 198·55 | | Lakhimpur to Gola Gokaran Náth . . . . 15-12-87 | 21·50 |
| | | | | Gola Gokaran Náth to Pilibhit . . . . . 1-4-91 | 57·55 |
| | Bareilly grain siding . . . . | 1·75 | | Pilibhit to Bhoojeepura . 15-11-84 | 24·00 |
| | | | 200·30 | Bhoojeepura to Bareilly . 12-10-84 | 12·00 |
| | | | | Bareilly grain siding— | |
| | | | | For goods traffic . . 1-4-94 | 1·75 |
| | *Dudhwa branch—* | | | *Dudhwa branch—* | |
| | Mailani (118 miles from Lucknow) to Dudhwa . . . . | 26·00 | | Mailani to Sarda . . 1-1-93 | 15·00 |
| | Dudhwa to Sonaripur . . . | 4·87 | | Sarda to Sohela— | |
| | | | 30·87 | For goods traffic . . 10-3-93 | 8·50 |
| | | | | Sohela to Sonaripur— | |
| | | | | For goods traffic . . 18-3-94 | 7·37 |
| | TOTAL . . | | 231·17 | TOTAL OPEN MILEAGE | 231·17 |
| | | | Miles. | | |
| 8 (*g*) | **Ludhiana-Dhuri-Jakhal—** | | | | |
| | (*5′ 6″ gauge*). | | | | |
| | Ludhiana *viâ* Dhuri to Jakhal . . . . | | 79·61 | | |

DIX 7—*continued.*

*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The main line is laid with 41½ lb. rails and sleepers of uriam, and is more than three-fourths ballasted. The steepest gradient is 1 in 70 and is 526 feet in length. The sharpest curve has a radius of 600 feet. The Namdang bridge, the most important on the line, is of 5 spans of 24 feet.<br><br>The Namdang branch is laid throughout with new 50 lb. rails on uriam sleepers. It is unballasted. The steepest gradient is 1 in 86 for 1,425 feet, of which the last 300 feet is on a curve of 1,000 feet radius. | This colliery branch line was constructed in 1883 under sanction of a concession granted in an Indenture made with the Secretary of State for India on 30th July 1881, and has been used for the purpose of bringing coal from the mines on the south bank of the Dihing river to connect with the Dibru-Sadia railway. The working of the line was taken over by the Dibru-Sadia railway from the 1st January 1897 under the terms recorded as Appendix II to Part II of the Railway Administration Report for 1896-97. |
| The country traversed is flat, and there have been no engineering difficulties. The line is laid for a single track principally with 41½ lb. steel rails, with the exception of the old Oudh and Rohilkhand railway 60 lb. steel rails between Daliganj and Lucknow Junction, and sâl, asina and deodar sleepers. The Bareilly-Pilibhit section is ballasted throughout. There is no fencing, except near Lucknow and on the Shahamatganj branch, and at stations.<br><br>The only bridges of any magnitude are those over the Gumti at Lucknow and the Deoha at Pilibhit.<br><br>Only a few miles of fencing has been provided in this section, chiefly at stations and level-crossings.<br><br>A floating iron pontoon bridge, 450 feet long, has been provided for crossing the Sardah river on the Dudhwa branch. This bridge, with a temporary wooden pile bridge of varying length in different years, enables trains to cross that river during the dry season.<br><br>The steepest gradients on this line are situated on the Dudhwa branch and are as noted below:—<br><br>$\frac{1}{81}$ to $\frac{1}{80}$ . . . . . 1·57 miles.<br><br>$\frac{1}{81}$ to $\frac{1}{100}$ . . . . . 1·17 „<br><br>A curve under a radius of 1,000 feet occurs between Lucknow Junction and Lucknow City, the length of which is 0·63 mile. | The sanction of the Secretary of State to the commencement of work on the Lucknow-Gola Gokaran Náth section was received on the 8th October 1884, and orders for construction issued on the 13th November 1884.<br><br>The line from Gola Gokaran Náth to Pilibhit was sanctioned by the Government of the North-Western Provinces and Oudh on the 27th December 1889.<br><br>Orders for the construction of the first 4·62 miles from Bareilly were issued on the 17th March 1882, and for the remaining portion of the Bareilly-Pilibhit section on the 24th February 1883. The point of junction with the Rohilkund and Kumaon Railway Company's system has been established at Bhojeepura 12 miles from Bareilly.<br><br>The length from Mailáni to Pilibhit (41·75 miles), which was closed to traffic on the 5th July 1891, was permanently re-opened on the 25th October 1891.<br><br>The Bareilly grain siding was sanctioned for construction on the 24th March 1892.<br><br>The Dudhwa branch (Mailáni to Dudhwa), which is a fair weather line, was sanctioned for construction on the 3rd December 1890, and the extension to Sonaripur on the 2nd November 1893.<br><br>The Lucknow-Gola-Gokaran Náth and the Pilibhit-Bareilly sections, which were previously worked by the Oudh and Rohilkhand railway and by the Rohilkund and Kumaon Railway Company, respectively, were made over, together with the Gola Gokaran Náth-Pilibhit section to the latter Company on the 1st January 1891. These sections now form one line called the Lucknow-Bareilly section of the Rohilkund and Kumaon railway. The terms of working will be found in Appendix M to Part II of the Railway Administration Report for 1890-91. |
| The ruling gradient is 1 in 250 of which there are two in number aggregating 1·61 miles in length. There are no curves under a radius of 1000 feet.<br>The permanent-way will consist of standard 75lb. flat-footed steel rails with new fastenings on new deodar sleepers and brick ballast. The line will be fenced round station yards and at some of the more important level-crossings. | The line will be constructed and worked by the North-Western State railway on behalf of the Maler Kotla and Jhindh Darbars who will provide funds for its construction. The agreement was executed on the 6th September 1899 and will be found in Appendix CC to Part II of the Railway Administration Report for 1899-1900. |

*P. T. O.*

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class : No. | Name of line and mileage sanctioned. | | | Total mileage. | Date of opening for public traffic. | | |
|---|---|---|---|---|---|---|---|
| 12 (*a*) | **Madras—** | | | Miles. | South-west line— | | Miles. |
| | (*5′ 6″ gauge*). | | | | Main line— | | |
| | South-west line— | | | | Madras to Veyasarpaudy | 7-4-73 | 2·16 |
| | Main line— | Miles. | Miles. | | Veyasarpaudy to Arcot | 1-7-56 | 63·22 |
| | Madras to Veyasarpaudy Junction | 2·16 | | | Arcot to Katpadi | 7-5-57 | 14·96 |
| | Veyasarpaudy Junction to Arkonam Junction | 40·25 | | | Katpadi to Gudiyattam | 19-5-58 | 15·36 |
| | Arakonam Junction to Calicut | 370·73 | | | Gudiyattam to Ambur | 16-1-60 | 17·01 |
| | | | 413·14 | | Ambur to Vaniyambadi | 1-2-60 | 9·98 |
| | | | | | Vaniyambadi to Tiruppattur | 23-5-60 | 14·19 |
| | *Branches—* | | | | Tiruppattur to Salem. | 1-2-61 | 69·98 |
| | Veyasarpaudy Junction to Rayapuram (*Rayapuram branch*) | 2·16 | | | Salem to Sankaridrug. | 1-12-61 | 23·68 |
| | Rayapuram to Beach | 1·03 | | | Sankaridrug to Podanur | 12-5-62 | 71·18 |
| | Walajah Road (Arcot) to Ranipet | 4·17 | | | Podanur to Pattambi | 14-4-62 | 64·96 |
| | Bangalore branch— | | | | Pattambi to Kuttippurum | 23-9-61 | 11·50 |
| | Jalarpet Junction (132 miles from Madras) to Bangalore Cantonment | 84·37 | | | Kuttippuram to Tirur | 1-5-61 | 9·39 |
| | Bangalore Cantonment to Bangalore City | 3·05 | | | Tirur to Kadalundi | 12-3-61 | 16·31 |
| | | 87·42 | | | Kadalundi to Calicut | 2-1-88 | 9·26 |
| | Podanur Junction (301·72 miles from Madras to Mettupalaiyam at the foot of the hills (*Nilgiri branch*) | 25·75 | | | | | 413·14 |
| | Olavakkot (332·07 miles from Madras) to Palghat town (*Palghat branch*) | 2·47 | | | *Branches—* | | |
| | Calicut to Azhikal | 59·75 | | | Rayapuram branch— | | |
| | | | 182·75 | 595·89 | Veyasarpaudy to Rayapuram | 1-7-56 | 2·16 |
| | North-west line— | | | | Rayapuram to Beach | 22-1-00 | 1·03 |
| | Main line— | | | | Walajah Road (Arcot) to Ranipet. | 17-4-99 | 4·17 |
| | Arkonam Junction (42·41 miles from Madras) to Guntakal | 232·88 | | | Bangalore Branch— | | 7·36 |
| | Guntakal to Raichur (point of junction with the Great Indian Peninsula railway) | 75·40 | | | Jalarpet Junction to Bangalore Cantonment | 1-8-64 | 84·37 |
| | | | 308·28 | 308·28 | Bangalore Cantonment to Bangalore City | 1-7-82 | 3·05 |
| | | | | | | | 87·42 |
| | | | | | Nilgiri branch— | | |
| | | | | | Podanur Junction to Coimbatore | 1-2-73 | 3·78 |
| | | | | | Coimbatore to Mettupalaiyam | 31-8-73 | 21·97 |
| | | | | | | | 25·75 |
| | | | | | Palghat branch— | | |
| | | | | | Olavakkot to Palghat | 2-1-88 | 2·47 |
| | | | | | North-west line— | | |
| | | | | | Main line— | | |
| | | | | | Arkonam to Nagari | 4-3-61 | 17·27 |
| | | | | | Nagari to Puttur | 8-12-61 | 9·59 |
| | | | | | Puttur to Renigunta | 15-9-62 | 14·46 |
| | | | | | Renigunta to Reddipalle | 1-10-64 | 38·02 |
| | | | | | Reddipalle to Cuddapah | 1-9-65 | 39·59 |
| | | | | | Cuddapah to Muddanuru | 1-8-66 | 34·31 |
| | | | | | Muddanuru to Tadpatri | 1-9-68 | 32·07 |
| | | | | | Tadpatri to Gooty | 1-8-69 | 29·72 |
| | | | | | Gooty to the Tungabhadra river | 12-12-70 | 75·33 |
| | | | | | Tungabhadra to Raichur | 51-3-71 | 17·92 |
| | | | | | | | 308·28 |
| | | | | | Double south-west line— | | |
| | | | | | Madras to Veyasarpaudy Junction | 7-4-73 | 2·16 |
| | | | | | Veyasarpaudy Junction to Perambur | 7-2-74 | 1·30 |
| | | | | | Perambur to Avadi | 1-5-77 | 9·54 |
| | | | | | Avadi to Tiruvallur | 20-7-77 | 12·89 |
| | | | | | Tiruvallur to Arkonam | 28-8-77 | 16·52 |
| | | | | | Total double line | | 42·41 |
| | | Total | | 904·17 | TOTAL OPEN MILEAGE | | 844·42 |

**DIX 7—*continued.***

***on the 31st December 1900, alphabetically arranged.***

**it has not been possible to bring this statement fully up to date.**

| Details of construction. | REMARKS. |
|---|---|
| The cuttings and embankments except on the double line, are for a single track; but the foundations and superstructure of bridges and viaducts are for a double way, except on the Nilgiri and Palghat branches, the Calicut extension, and, in a few isolated instances, on the main line. The iron rails, which vary in weight from 65 lb. to 84 lb. to the yard, are laid on iron pot sleepers. The renewals of these up to 189th mile were carried out with double-headed steel rails 20 feet and 30 feet long weighing 75 lb. to the yard, but this type has been discontinued, and bull headed steel rails 30 feet long and weighing 76 lb. to the yard are now used.<br>The section between Madras and Arkonam, 42·41 miles, is double.<br>The south-west line was originally laid with sleepers of indigenous woods; but an experiment was made of using stone blocks, 2′ × 2′ × 1′, as sleepers. As the experiment proved unsatisfactory, the blocks were all removed in 1857.<br>Jungle wood sleepers were found to be very short-lived; and in 1861 it was decided to replace them by Greaves' patent cast-iron bowl sleepers; the alteration has proved to be economical and in every way satisfactory. Cast-iron bowl sleepers (each 112 lb.) of an improved and stronger design, with steel bull-headed rails 76 lb. to the yard and 30 feet in length, and a heavier type of plate, are now being introduced.<br>The whole line is fenced.<br><br>There are no curves under a radius of 1,000 feet.<br>The statement below shows the length and situation of gradients up to 1 in 100:— | Work was commenced on the south-west line on the 9th June 1853. The main line originally commenced at Rayapuram, but on the opening of the length between Veyasarpaudy Junction and the Central Station this became a portion of the main line, and the old line from the junction to Rayapuram was then treated as a branch.<br>The extension of the south west line from near Beypore to Calicut was sanctioned in August 1884. This extension has cost about 19 lakhs of rupees, of which 1½ lakhs have been paid by the local authorities in consideration of the large bridges being made available for ordinary traffic.<br>The line takes off at 1·89 miles short of Beypore, which length, together with the Beypore station, has been abandoned.<br>The following are the dates of sanction of the remaining sections of the south-west line, including branches:—<br>Madras to Veyasarpaudy . April 1868.<br>Veyasarpaudy to Arkonam . Between July 1853 and Feb. 1854.<br>Arkonam to Kadalundi . Between Feb. 1854 and May 1857.<br>Rayapuram branch . . July 1853.<br>Bangalore „ . . 1862 and Mar. 1881.<br>Nilgiri „ . . 17th Aug. 1870.<br>Palghat „ . . 4th Jan. 1887.<br>Ranipet „ . . 9th Dec. 1897.<br>Azhikhal „ . . 6th May 1897.<br>The line from Bangalore Cantonment to Bangalore City was constructed as a part of the Mysore State railway, but was subsequently made over to the Madras Railway Company.<br>The Bellary branch, from Guntakal Junction to Bellary, was purchased by, and handed over to, the Southern Mahratta Railway Company on the 1st February 1887.<br>The dates of sanction of the various sections of the north-west line are as follows:—<br>Arkonam to mile 64 from Madras . . . 23-6-59.<br>Mile 64 „ 87 „ . . . 3-1-60.<br>„ 87 „ 108 „ . . . 31-1-61.<br>„ 108 „ 130 „ . . . 26-5-63.<br>„ 130 „ 172 „ . . . 18-11-63.<br>„ 172 „ 192 „ . . . 20-7-63.<br>„ 192 „ 203 „ . . . 22-7-65.<br>„ 203 „ 233 „ . . . 8-5-65.<br>„ 233 „ 245 „ . . . 21-5-65.<br>„ 245 „ 256 „ . . . 25-5-66.<br>„ 256 „ 267 „ . . . 22-6-66.<br>„ 267 „ 278 „ . . . 31-7-67.<br>„ 278 „ 288 „ . . . 20-11-67.<br>„ 288 „ 294 „ . . . 4-3-67.<br>„ 294 „ 305 „ . . . 3-12-68.<br>„ 305 „ 314 „ . . . 27-5-68.<br>„ 314 „ 325 „ . . . 24-9-68.<br>„ 325 „ 334 „ . . . 23-8-69.<br>„ 344 to Raichur „ . . . 22-9-69. |

| Section of line. | Length of gradients. | |
|---|---|---|
| | 1/81 to 1/80 | 1/81 to 1/100 |
| | MILES. | MILES. |
| South-west line— | | |
| Between 187·33 and 196·40 miles from Madras | 1·34 | 4·11 |
| „ 223·87 and 241·06 „ „ „ | ... | 3·59 |
| „ 305·88 and 319·73 „ „ „ | 5·36 | 2·90 |
| „ 353·48 and 366·57 „ „ „ | ... | 3·99 |
| Bangalore branch— | | |
| Between 135·30 and 146·37 miles from Madras | 6·32 | 3·17 |
| „ 147·60 and 191·14 „ „ „ | ... | 18·98 |
| „ 215·10 and 218·74 „ „ „ | 0·88 | 1·60 |
| Nilgiri branch— | | |
| Between 316·19 and 325·67 miles from Madras | 2·56 | 0·43 |
| North-west line— | | |
| Between 62·12 and 63·75 miles from Madras | ... | 1·63 |
| „ 72·77 and 76·68 „ „ „ | 0·75 | 2·02 |
| „ 96·62 and 97·79 „ „ „ | 0·80 | 0·37 |
| „ 137·54 and 138·36 „ „ „ | ... | 0·82 |
| „ 152·16 and 158·49 „ „ „ | ... | 4·49 |

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | Miles. | Total mileage. | Date of opening for public traffic. | Miles. |
|---|---|---|---|---|---|
| | | | Miles. | | |
| 24 (*b*) | **Máyavaram-Mutupet—** | | | | |
| | (*3′ 3⅜″ gauge*). | | | | |
| | Máyavaram (17·74 miles from Madras on the South Indian railway) to Mutupet | 54·08 * | | Máyavaram to Mutupet . 2-4-94 | 54·08 |
| | Mutupet to Arantangi | 51·01 | | | |
| | | | 105·09 | | |
| 26 (*a*) | **Morvi—** | | | | |
| | (*2′ 6″ gauge*). | | | | |
| | *Main line—* | | | *Main line—* | |
| | Wadhwán [389·25 miles from Bombay (Colába) on the Bombay, Baroda and Central India railway] *viá* Vánkáner to Morvi . . . . . | 68·50 | | Wadhwán to Dolia . 11-3-86 | 24·00 |
| | | | | Dolia to Vánkáner . 20-11-86 | 27·75 |
| | | | | Vánkáner to Morvi . 24-3-87 | 16·75 |
| | | | | | 68·50 |
| | *Branch—* | | | *Rájkot branch—* | |
| | Vánkáner to Rájkot, including the extension across the Aji river to Rájkot Junction with the Jetalsar-Rájkot railway (*Rájkot branch*) . . . . | 25·86 | | Vánkáner to Rájkot . 1-1-90 | 25·25 |
| | | | | Extension across the Aji river to Rájkot junction with the Jetalsar-Rájkot railway . . . 6-8-94 | 0·61 |
| | | | | | 25·86 |
| | | | 94·36 | Total open mileage . | 94·36 |

* Including salt sidings and quarry branch.

**DIX 7—*continued.***

*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The line traverses an easy country, the ruling gradient being 1 in 200. It crosses the Cauvery irrigation system in the Tanjore delta, and is consequently costly in bridges and culverts. The line is laid on pyinkado transverse sleepers with second-hand 40 lbs. flat-footed iron and 41¼lb. steel rails taken out of the South Indian railway main line. There are no gradients so steep as 1 in 100, or curves under a radius of 1,000 feet.<br>The second-hand rails are being replaced by 41¼ lb. steel rails of which 4·50 miles have now been laid. | The funds for this line are provided in nearly equal portions by the Tanjore District Board from a special cess and by the Madras Government from provincial funds.<br>The railway crosses the Negapatam branch of the South Indian railway at Tiruvallúr.<br>The construction of the Tiruvallúr-Mutupet section was sanctioned in June 1890, and Máyavaram-Tiruvallúr section in August 1891. The work was commenced immediately by the South Indian Railway Company under their Additional Powers Act, 1888.<br>The survey of an extension from Mutupet to Adirampatnam was sanctioned in November 1890 and completed in January 1892. The construction of this extension was sanctioned on the 15th November 1900.<br>A survey of the further extension of the line from Adirampatnam to Avadaiyarkoil was sanctioned on 20th January 1899, and completed in November 1899.<br>The line is worked by the South Indian railway under an agreement, the terms of which will be found in Appendix S to Part II of the Railway Administration Report for 1897-98. On the 1st January 1900 the Tanjore District Board took over the Government interest of the line and thereby became the sole owners of the railway. |
| This line is laid on the existing bridged and metalled road for the first 24 miles as far as Dolia, and then runs along the line of unbridged and unmetalled road to Vánkáner and Morvi. The permanent-way originally consisted of steel rails, weighing 19lb. to the yard, laid on light sleepers. These have since been extensively replaced in sections by 29lb. and 41¼lb. rails and creosoted pine sleepers. The respective lengths of line now laid with these classes of permanent-way are:<br>19lb. rails . . . 20·50 Miles.<br>29 „ „ . . . 50·96 „<br>41¼ „ „ . . . 21·61 „<br>93·07<br>On the Rájkot branch, from Rájkot station to mile 58 (Sindhávadars), 18 miles of 19lb. rails have, with a view to eventual conversion, recently been replaced by 41¼lb. metre gauge rails on creosoted pine sleepers and 3 additional miles of 41¼lb. rails have been laid to mile 55. During the year, 930 steel 11lb. sleepers for 19lb. rails have been renewed on the main line between Wadhwán and Dolia, chiefly in salty places.<br>The extension across the Aji river has been laid with metre gauge rails, weighing 41¼lb. to the yard, on creosoted pine sleepers of that gauge.<br>The ruling gradient is 1 in 150, and there are 3·24 miles of curves under a radius of 1,000 feet, particulars of which are given below: | Sanction was given on the 14th December 1883 to the construction of a line which the Thakur Sahib of Morvi had undertaken to build at his own expense from Wadhwán to Rájkot. The scheme was afterwards modified and the line was carried to Morvi, *viâ* Vánkáner, instead of to Rájkot.<br>Plans and estimates for an extension to Rájkot were submitted to Government in 1888, and the extension was completed and opend for traffic on the 1st January 1890.<br>The extension across the Aji river into Rájkot, to effect a junction with the Jetalsar-Rájkot railway was sanctioned in January 1894. |

| SECTION OF LINE. | CURVES OF LESS THAN 1,000 FEET RADIUS. | |
|---|---|---|
| | Length. | Radii. |
| Wadhwán to Dolia— | Miles. | |
| (Between 0 and 24 miles from Wadhwán) | 1·41 | Varying from 250 to 850 feet. |
| Dolia to Vánkáner— | | |
| (Between 24 and 51·75 miles) | 1·03 | „ „ 375 to 800 „ |
| Vánkáner to Morvi— | | |
| (Between 51·75 and 68·50 miles) | 0·18 | „ „ 550 to 850 „ |
| Vánkáner to Rájkot— | | |
| (Between 0 and 25·25 miles from Vánkáner) | 0·62 | „ „ 500 to 800 „ |

P. T. O.

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | Total mileage. | Date of opening for public traffic. | |
|---|---|---|---|---|
| | Miles. | Miles. | | |
| 2 (*d*) | **Mymensingh-Jamalpur-Jagannathganj—** | | Mymensingh to Singhjani— | |
| | (*3′ 3⅜″ gauge*). | | For goods traffic . . 15-10-98 } For passenger traffic. . 1-11-98 } | 33·07 |
| | Mymensingh to Jaggannathganj . . . | 53·37 | Singhjani to Jaggannathganj— | |
| | | | For goods traffic . . 15-10-99 } For passenger traffic . 1-12-99 } | 20·30 |
| | | | TOTAL OPEN MILEAGE . | 53·37 |
| 22 (*g*) | **Mysore-Nanjangud—** | | | |
| | (*3′ 3⅜″ gauge*). | | | |
| | Mysore, on the Mysore section of the Southern Mahratta railway, to Nanjangúd . . . . . 15·25 | | Mysore to Nanjangúd . . 1-12-91 | 15·25 |
| | Nanjangúd station to a point 0·55 mile nearer the town of Nanjangúd . . 0·55 | | Nanjangúd station to Nanjangúd town . . . 12-7-99 | 0·55 |
| | | 15·80 | | 15·80 |
| 22 (*b*) | **Mysore section (Southern Mahratta)—** | | | |
| | (*3′ 3⅜″ gauge*). | | | |
| | Mysore *viâ* Bangalore to Gubbi . 139·75 | | Mysore to Mandya . . 25-2-82 | 27·75 |
| | Gubbi to Harihar . . . 156·25 | | Mandya to Channapatna . 20-3-81 | 23·25 |
| | | | Channapatna to Bangalore . 1-2-81 | 34·75 |
| | | 296·00 | Bangalore to Tumkur . 11-8-84 | 43·00 |
| | | | Tumkur to Gubbi . . 26-12-84 | 11·00 |
| | | | Gubbi to Birur . . 12-8-89 | 76·57 |
| | | | Birur to Harihar . . 21-2-89 | 79·68 |
| | | | TOTAL OPEN MILEAGE . | 296·00 |

DIX 7—*continued.*

*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The permanent-way consists of 50lb. rails and sâl sleepers.<br>The ballast is of burnt brick.<br>The Jhenai bridge, the most important on the line, consists of 4 spans of 55 feet. The steepest grade is 1 in 300 and occurs at miles 45 and 46 in the approaches to a bridge. Their lengths are 0·51 mile and 0·57 mile, respectively.<br>There are no curves under a radius of 1,000 feet. The line is unfenced, except at stations. | Dates of orders for survey—<br>Mymensingh to Bonsi *vid* Jámálpur . 27-11-94<br>Bonsi to Jagannathganj . . . . 23-1-97<br>The construction of the line was sanctioned in November 1896. |
| The country traversed is undulating and the line somewhat tortuous, the length of curves amounting to about 9·50 miles.<br>The permanent-way consists of 41½ lb. steel rails of the standard 3′3⅜″ gauge pattern laid on Mysore teak sleepers.<br>The ruling gradient is 1 in 100.<br>The line is partially fenced. | The construction of this line was commenced in September 1890 and completed in November 1891.<br>*It was purchased by the Mysore Government and made over to the Southern Mahratta Railway Company for maintenance and working on the 1st July 1892, the terms for which will be found in Appendix L to this report.*<br>*The extension to Nanjangúd town was sanctioned on the 12th March 1897.* |
| No works of special engineering difficulty occur on the Mysore section.<br>The line has been laid for a single track with rails 41½lb. to the yard, spiked to wooden sleepers partly of creosoted pine and partly of teak, the width of formation being 14 feet on the Gubbi-Mysore section and 16 feet on the Harihar-Gubbi section.<br>The sleepers on the Bangalore-Tumkur section are of creosoted pine, which is being gradually replaced by Mysore teak.<br>The lengths and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet, are as under: | The dates of orders for survey and construction of the Mysore railway are as follows :<br>*Date for survey.* — 1st April 1870<br>*Dates for construction.* — Mysore line, 20th September 1877.<br>Tumkur line, 6th October 1882.<br>Tumkur to Gubbi, 18th January 1884.<br>Earthwork between Bangalore and Channapatna was commenced for relief purposes during the famine of 1877-78.<br>The transfer of the Mysore railway to the Southern Mahratta Railway Company was effected on the 1st July 1886. The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1887-88. |

| SECTION OF LINE. | LENGTH OF GRADIENTS. | | | CURVES UNDER A RADIUS OF 1,000 FEET. | |
|---|---|---|---|---|---|
| | $\frac{1}{80}$ and less | $\frac{1}{81}$ to $\frac{1}{80}$ | $\frac{1}{81}$ to $\frac{1}{100}$ | Length. | Radii. |
| Harihar to Mysore— | Miles. | Miles. | Miles. | Miles. | Feet. |
| Between miles 0 and 296 | ... | ... | 120·52 | ... | ... |
| „ „ 210 and 296 | ... | 45·41 | ... | ... | ... |
| „ „ 210¾ and 293¾ | ... | ... | ... | 5·02 | Varying from 660 feet to 990 feet. |

* Ruling gradient 1 in 70 throughout.

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**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | Total mileage. | Date of opening for public traffic. | |
|---|---|---|---|---|
| | | Miles. | | Miles. |
| 10 (*d*) | **Nagda-Ujjain—** (*5′ 6″ gauge*). | | | |
| | Nágdá [459·62 miles from Bombay (Colába)], on the Godhra-Rutlam-Nágdá railway, to Ujjain (600·50 miles from Ahmedabad), on the Rajputana section of the Rajputana-Malwa railway | 34·32 | Nágdá to Ujjain . . . 15-7-96 | 34·32 |
| 12 (*c*) | **Nilgiri—** (*3′ 3⅜″ gauge*). | | | |
| | Méttupálaiyam (327·47 miles from Madras on the Madras railway, Nílgiri branch) to Coonoor . . . . | 16·90 | Méttupálaiyam to Coonoor . 15-6-99 | 16·90 |

**DIX 7**—*continued.*

*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The permanent-way consists of 75 lb. flat-footed steel rails, with 5 bolt hole fish plates, laid on cast-iron pot sleepers, Indian Midland Railway pattern, over a bed of moorum and stone ballast over the length two miles from the Sipra bridge into Ujjain station ; a third line of rails laid on deodar sleepers will be used to carry the 3′3⅜″ gauge Rajputana-Malwa railway. The line will not be fenced, except round station yards.<br>There are no gradients of 1 in 100 or less or curves under a radius of 1,000 feet. The ruling gradient is 1 in 200 of which there are 17 in number aggregating 10·20 miles, and the sharpest curve and angle of curvature of 3° or radius of 1,910 feet being rather under half a mile in length.<br>The only bridges of any magnitude are the Sipra, 6 spans of 150 feet girders, and the Gambhir, 4 spans of 100 feet girders. | This line was sanctioned for construction on the 17th and orders for the commencement of work issued on the 27th December 1894. Owing to delay in acquiring land, work was not started till March 1895. The line was constructed and is being worked by the Bombay, Baroda and Central India Railway Company, under an agreement the terms of which will be found in Appendix R to this Report. |
| The rails are steel, 50 lb. to the yard, on pyinkado sleepers, laid on stone ballast between dwarf walls 1′ 6″ high. The line is unfenced. The bridges are of lattice or plate girders resting on masonry piers and abutments.<br>On the Ghât the Abt Rack (double) is used.<br>There are nine tunnels on the line, varying in length from 62 to 308 feet and aggregating 1,578 feet.<br>The ruling gradient is 1 in 12½ in the mountainous portion, and 1 in 40 in the plains.<br>The following statement shows the length and situation of gradients up to 1 in 100, and of curves under a radius of 1,000 feet : | The Nílgiri Railway Company was registered in February 1886 to acquire the concession granted to the Nílgiri Railway Company, which had been formed in 1880 to construct a short line of steep gradient on the Rigi system. The line now required by the Government will, however, be of a more costly and elaborate character than that originally contemplated. The capital was raised in London in 1889.<br>The survey was started in August 1890, and the final location was completed early in 1892.<br>The Government of India guaranteed 3 per cent. during construction on the capital paid into the Government treasury, with a free grant of all land required for the railway and the works connected therewith.<br>The company went into liquidation in April 1894.<br>In February 1896 a new company was formed in London to purchase the line from the old company and to supply the capital required to complete it. Work re-commenced in April.<br>The line was handed over to the Madras railway on the 7th September 1898 and opened for goods traffic on the 1st October, but owing to numerous slips the line was closed on the 29th October, and re-opened on 15th June 1899.<br>The line is worked by the Madras railway under an agreement, the terms of which will be found in Appendix BB to Part II of the Railway Administration Report for 1898-99. |

| SECTION OF LINE. | LENGTH OF GRADIENTS. | | | CURVES UNDER A RADIUS OF 1,000 FEET. | |
|---|---|---|---|---|---|
| | 1/80 and less. | 1/81 to 1/80 | 1/81 to 1/100 | Length. | Radii. |
| | Miles. | Miles. | Miles. | Miles. | Feet. |
| Between 13·92 and 16·21 miles | ... | 1·59 | ... | ... | ... |
| The whole line | 13·50 | ... | ... | 8·27 | Varying from 328 feet (100 metres) to 716 feet. |

*P. T. O.*

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class : No. | Name of line and mileage sanctioned. | Miles. | Total mileage. | Date of opening for public traffic. | | Miles |
|---|---|---|---|---|---|---|
| | | | Miles. | | | |
| 11 (*a*) | **The Nizam's Guaranteed State—** | | | | | |
| | (*5' 6" gauge*). | | | | | |
| | *Main line—* | | | *Main line—* | | |
| | Wádi [375·75 miles from Bombay (Victoria terminus) on the south-east line, Great Indian Peninsula railway] *viá* Secunderabad to the south-east frontier . . . . . | 310·09 | | Wádi junction to Secunderabad and to junction of new line | 9-10-74 | 115·45 |
| | | | | Junction of new line to Warangal . . . | 8-4-86 | 87·47 |
| | | | | Warangal to Dornakal . | 1-1-88 | 51·91 |
| | | | | Dornakal to Bona Kálu . | 5-8-88 | 31·72 |
| | | | | Bona Kálu to British frontier | 10-2-89 | 23·54 |
| | | | | | | 310·09 |
| | *Branches—* | | | *Branches—* | | |
| | Husain Ságar Junction (111·50 miles from Wádi) to Hyderabad (*Hyderabad branch*) . . . . . | 3·54 | | *Hyderabad branch—* | | |
| | | | | Husain Ságar to Hyderabad . . . . | 9-10-74 | 3·54 |
| | Dornakal to Singareni Coal-fields (*Mineral branch*) . . . . | 16·50 | | *Mineral branch—* | | |
| | | | 330·13 | Dornakal to Singareni Coal-fields . . . . | 1-1-88 | 16·50 |
| | | | | TOTAL OPEN MILEAGE | | 330·13 |

**DIX 7—*continued.***

***on the 31st December 1900, alphabetically arranged.***

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The whole line from Wádi to His Highness the Nizam's frontier is constructed for a single track.<br>About 22 miles are laid with double-headed 68lb. iron rails on cast-iron bowl sleepers obtained from the Great Southern of India Railway Company ; 22½ miles with bull-headed 75lb. steel rails on old cast-iron bowl sleepers 2½ miles with bull-headed 75lb. steel rails on Great Indian Peninsula pattern bowl sleepers ; 9 miles with double-headed 68lb. steel rails on cast-iron bowl sleepers; 2 miles with old flat-footed 62lb. steel rails on steel sleepers ; and the remainder of the line with 66½lb. flat-footed steel rails on steel pea-pod sleepers. | The dates of orders for survey and construction of the Wádi-Secunderabad section are 30th October 1869 and 25th March 1871, respectively.<br>The Government of the Nizam provided the capital, and the British Government constructed the line.<br>The 5′6″ gauge was finally adopted on the 30th October 1871. Up to the end of 1878 the line was worked by the Great Indian Peninsula Railway Company with its own rolling-stock ; from January 1879 to the 31st December 1884 it was worked by State agency, and from January 1885 by His Highness the Nizam's Guaranteed State Railways Company. |
| The branch line to the mines is laid with 66½lb. flat-footed steel rails on steel pea-pod sleepers, and is constructed for a single track.<br>The line is fenced from Wádi to Secunderabad, but from Secunderabad to the frontier only the station yards are fenced.<br>The steepest gradient on this line is 1 in 100 for a length of 83·50 miles and occurs between Secunderabad and the British frontier.<br>There are no curves under a radius of 1,000 feet. | The construction of the first section between Secunderabad and Warangal was commenced in November 1884 and completed in March 1886.<br>This company was formed for the purpose of acquiring and working the then existing line of 119·32 miles, and of constructing on the same (5′ 6″) gauge and working the new lines, 373 miles in length.<br>The construction of the section from Warangal to Dornakal, and the coal branch, was commenced in May 1888. The extension between Dornakal and the frontier was commenced in Januury 1887 and completed in January 1889.<br>The section of the East Coast State railway, which extends from the frontier of his Highness the Nizam's dominions to the north distant signal of the Bezwada station, was worked by this Company as part of its own system up to December 1897, when the maintenance of the line was taken over by the East Coast State railway. |

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | Miles. | Miles. | Total mileage. | Date of opening for public traffic. | Miles. |
|---|---|---|---|---|---|---|
| 8 (*a*) | North Western— | | | | | |
| | (*5′ 6″ gauge*). | | | | | |
| | MAIN LINE AND BRANCHES (Commercial)— | | | | | |
| | *Main line*— | | | | | |
| | Gháziabad (13 miles east of Delhi on the East Indian railway) to Amritsar | | 303·14 | | | |
| | Amritsar to Lahore | | 32·30 | | | |
| | | | 335·44 | | | |
| | | | | | MAIN LINE AND BRANCHES (Commercial)— | |
| | | | | | *Main line*— | |
| | | | | | Gháziabad to Meerut City . 18-4-67 | 27·33 |
| | | | | | Meerut City to Umballa Cantonment . . . . 1-1-69 | 121·02 |
| | | | | | Umballa Cantonment to Ludhiána . . . . 12-10-69 | 70·66 |
| | | | | | Ludhiána to Phillour . . 15-10-70 | 8·28 |
| | | | | | Phillour to Jullundur Cantonment . . . . 1-4-70 | 24·12 |
| | | | | | Jullundur Cantonment to Beas 15-11-69 | 25·53 |
| | | | | | Beas to Amritsar . . . 1-11-67 | 26·20 |
| | | | | | Amritsar to Lahore . . 10-4-62 | 32·30 |
| | | | | | | 335·44 |
| | | | | | Temporary line on 3′ $3\frac{3}{8}$″ gauge (62 miles), Lahore to Wazirabad, 12th April 1875. | |
| | | | | | Wazirabad to Naurungabad (38·00 miles), 10th April 1876. | |
| | | | | | Naurungabad to Jhelum (2·75 miles), 14th September 1876. | |
| | | | | | Lahore to Jhelum . . . 6-10-78 | 103·12 |
| | | | | | The line was opened by sections on the 5′ 6″ gauge, using temporary diversions near Domeli, thus— | |
| | | | | | Jhelum to Ratial, 1st January 1880 (15 miles). | |
| | | | | | Ratial to Ráwalpindi, 1st October 1880 (56 miles). | |
| | | | | | The diversions were abolished on 8th May 1882, and the complete $\frac{1}{50}$ graded through line established thus— | |
| | | | | | Jhelum to Ráwalpindi (76·50 miles). | |
| | | | | | But again in 1888, and in subsequent years up to date, various alignments in connection with the improvements of grades to $\frac{1}{100}$ have been opened, and the present length of line on 31st March 1897 is— | |
| | | | | | Jhelum to Ráwalpindi . | 76·38 |
| | Lahore to Lala Musa | | 82·25 | | | |
| | Lala Musa to Jhelum | | 20·87 | | | |
| | Jhelum to Ráwalpindi | | 76·38 | | | |
| | | | 179·50 | | | 179·50 |
| | Carried over | | 514·94 | | Carried over | 335·44 / 179·50 |

**DIX 7**—*continued.*



*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| From Gháziabad to Phillour the earthwork and the bridge foundations and superstructure are for a single line.<br>The original 60lb. bull-headed iron (steel-faced) rails on wooden and cast-iron round pot sleepers are being renewed with steel rails. Up to the 31st March 1900, 91·84 miles have been relaid with 68lb. bull-headed steel rails, 17·01 miles with 68 lb. double-headed steel rails, 17·19 miles 73lb. bull-headed steel rails, 100·37 miles with 75 lb. flat-footed steel rails and 0·88 mile with flat-footed 70lb. steel rails.<br>On the Phillour-Amritsar section, the earthwork from Amritsar to the Beas (26·20 miles) is for a double line; the rest is for a single line. The bridge foundations and superstructure are, with some exceptions, for a single line.<br>The original Delhi section bull-headed 60lb. rails have been renewed with the bull-headed 68lb. rails.<br>From Phillour to Amritsar the rails are laid on wooden sleepers for 33·00 miles, and on cast-iron (oval and round) pots for 42·15 miles. On the Beas bridge (0·70 mile), the rails are flat-footed, 70lb. steel, laid on longitudinal timbers. | The first period of the contract with the Sind, Punjab and Delhi Railway Company having expired, the State assumed charge of the undertaking on the 1st January 1886 and amalgamated it with the Punjab Northern, the Indus Valley, the Sind-Sagar, and the southern section of the Sind-Pishin State railways to be worked as one Imperial system under the name of the North Western State railway.<br>The section from Gháziabad to Amritsar (first called the Delhi Railway and subsequently incorporated in the late Sind, Punjab and Delhi railway) was commenced early in 1864 under a system of petty contracts. On the 3rd May 1865 Messrs. Brassey & Co. entered into a contract for the construction of the line in five years.<br>The line was opened out from both ends towards the Sutlej bridge. The completion of the Sutlej bridge caused an extra year to be added to the term of the contract, and prevented the earlier completion of the line.<br>The section from Amritsar to Lahore was commenced on the 8th February 1859. |
| From Amritsar to Lahore the earthwork and bridges are for a single line; 12·80 miles have been relaid with bull-headed 68lb. steel rails, of which 8·70 miles are on cast-iron pots and 4·10 miles on wooden sleepers; the remaining 19·50 miles of the old Punjab section 68lb. rails have been relaid with 75lb. flat footed and 68 lb. double-headed steel and 73 lb. bull-headed steel rails on wooden sleepers. | |
| The line from Lahore to Pesháwar is constructed for a single track. From mile 823 to 825, the old flat-footed 60lb. iron rails have been replaced by flat-footed 75lb. and 73 lb. bull-headed steel rails on Indian Midland railway iron pots and wood sleepers. From* mile 825·50 to 826·45 the old flat-footed 60lb. iron rails have been replaced by flat-footed 75lb. steel rails on wooden sleepers; from mile 826·45 to 848, the old flat-footed 60 lb. iron rails have been replaced by double-headed 75 lb. steel rails on wooden sleepers.<br>From mile 848 to Gujrát the rails are 75 lb. flat-footed steel, excepting one length of 1·58 miles, where flat-footed 62lb. steel rails are laid. The sleepers throughout are wooden.<br>From Gujrát to Pesháwar Cantonment the rails are 62 lb. steel, with the exception of isolated lengths, aggregating 88·93 miles of track, of 75 lb. flat-footed steel, and 4·85 miles of 64 lb. double-headed rails. The whole length is laid with wooden sleepers, except 40·41 miles with steel sleepers and 6 miles with cast-iron oval pots. | The dates of orders for survey and construction of the Lahore-Pesháwar section are as follows.<br><br>*Dates for survey.*<br>Jhelum to Ráwalpindi, 8th November 1864.<br>Lála Músa to Miani junction, September 1877.<br>Ráwalpindi to Khusálgarh, September 1879.<br>Jhelum to Ráwalpindi for improvement of grades, February 1886. |

* From mile 825 to 825·50 old 60 lbs. flat-footed iron rails are in the road.

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**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | | Total mileage. | Date of opening for public traffic. | |
|---|---|---|---|---|---|
| 8 (*a*) | **North Western**—*contd.* (*5′ 6″ gauge*). | Miles. | Miles. | | Miles. |
| | Brought forward | 514·94 | | Brought forward | 335·44 / 179·50 |
| | MAIN LINE AND BRANCHES (Commercial)—*contd.* | | | MAIN LINE AND BRANCHES (Commercial)—*contd.* | |
| | *Main line*— | | | *Main line*— | |
| | Ráwalpindi to Pesháwar Cantonment | 107·89 | | Ráwalpindi to Háji Shah (59 miles) opened on 1st January 1881, and Haji Shah to Fort Attock (4 miles) on 1st May 1881; but this aggregate of 63 miles to Fort Attock was reduced to 58¼ miles to Attock bridge, consequent on the opening of the permanent line between Golra and Margala and the section from mile 1,048½ to 1,058 (Campbellpur to Khairabad) on 31st May 1883. | |
| | | | | Thus, Ráwalpindi to Attock bridge | 61·61 |
| | | | | Attock to Khairabad . . . 31-5-83 | 2·38 |
| | | | | Khairabad to Pesháwar City . 1-5-82 | 41·25 |
| | | | | Pesháwar City to Pesháwar Cantonment . . . . 1-1-83 | 2·65 |
| | | | | | 287·39 |
| | *Branches*— | | | *Branches*— | |
| | *Siálkot branch*— | | | | |
| | Wazirabad to Siálkot . . . | 26·50 | | Wazirabad to Siálkot . . . 1-1-84 | 26·50 |
| | Carried over | 649·33 | | Carried over | 649·33 |

**DIX 7—*continued.***

*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The chief works on the Lahore-Ráwalpindi section are the bridges over the Ravi, Chenab, Jhelum and Sohan: the passage through the Salt Range north of the Jhelum; the heavy engineering works in the hilly districts between Jhelum and Ráwalpindi, where the original $\frac{1}{80}$ grades have now been improved to $\frac{1}{100}$; and the Taraki quarry. | *Dates for construction.*<br>Lahore to Jhelum . . . . . 2-10-69<br>Jhelum to Ráwalpindi . . . . . 17-9-77<br>Lála Músa to Miani . . . . . 24-7-78<br>Ráwalpindi to Khusálgarh . . . . Sept. '79<br>Ráwalpindi to Pesháwar City . . . 3-10-79<br>Pesháwar City to Pesháwar Cantonment . 1-1-83<br>Miani to Jhelum river . . . . . 4-3-81<br>Miani to Bhera . . . . . 25-10-81<br>Miani to Khewra . . . . . 27-1-82<br>Wazirabad to Siálkot . . . . . 19-4-83<br>Conversion of the salt branch, afterwards designated the Sind-Sagar railway, eastern section, from 3′ 3⅜″ to 5′ 6″ gauge . . 27-11-84<br>Grades, Jhelum to Domeli . . . . Nov. '86<br>„ Domeli to Soháwa . . . . 31-10-91<br>„ Soháwa to Gujar Khan . . . 18-4-89<br>„ Gujar Khan to Ráwalpindi . . 28-2-92<br>It was originally intended to construct the line from Lahore to Pesháwar (formerly known as the Punjab Northern State railway) on the 5′ 6″ gauge; but the 3′ 3⅜″ gauge was subsequently adopted, and 103 miles from Lahore to Jhelum were constructed on this gauge, the alignment being on the Grand Trunk road. At the end of 1873 it was decided to adopt a separate bank for the railway, and in July 1874 orders were given for the 5′ 6″ gauge to be reverted to. |
| The chief works on the Ráwalpindi-Pesháwar section are the Indus (Attock) and the Haro bridges; and the tunnels at the Margala pass and the approach to the Indus.<br>The main line has, for the most part, a wire fencing on both sides. The section from Lála Músa to Pesháwar is, however, only partially fenced. | |
| The line from Wazirabad junction to the frontier of the Kashmir state is constructed for a single track. The rails are as noted below:<br>62 lb. flat-footed steel on wood sleepers 10·15 miles<br>70 „ „ „ „ 1·50 „<br>60 „ „ iron „ 22·10 „<br>60 „ „ „ on steel sleepers 1·75 „<br>75 „ steel on wood „ 0·08 „<br>35·58<br>From Wazirabad to the frontier of the Kashmir state. | Of the 3′ 3⅜″ gauge line, 62 miles (from Lahore to Wazirabad) were opened for traffic on the 12th April 1875, the alignment of the Grand Trunk road being adhered to, and a further section between Wazirabad and Naurungabad was opened on the 10th April 1876. This last section was laid upon the 5′ 6″ gauge embankment, and the works on the Grand Trunk road between the points mentioned were abandoned.<br>The final conversion of the main line of railway between Lahore and Jhelum from 3′ 3⅜″ to 5′ 6″ gauge was made on the 6th October 1878; and the works on the Grand Trunk road between Lahore and Wazirabad were then removed or abandoned, and the road restored to its legitimate purposes. |
| On the Kashmir section, the ballast used is broken stone of excellent quality.<br>Both sections are unfenced. | In August 1874 the first engine was run through from Shahdara (5 miles from Lahore) to Wazirabad, and the 3′ 3⅜″ gauge line to that place, including the bridge over the Ravi, was opened for traffic on the 12th April 1875.<br>The 5′ 6″ gauge line to Jhelum was completed and opened in October 1878. The completion and opening, on the 24th May 1883, of the Attock bridge supplied the last link in a continuous chain of railway communication from Calcutta to Pesháwar, a distance of 1,555 miles. |

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class : No. | Name of line and mileage sanctioned. | | | Total mileage. | Date of opening for public traffic. | | | |
|---|---|---|---|---|---|---|---|---|
| | | Miles. | Miles. | Miles. | | | Miles. | Miles. |
| 8 (*a*) | North Western—*contd.* | | | | | | | |
| | (*5′ 6″ gauge*). | | | | | | | |
| | Brought forward . . . | | 649·33 | | Brought forward . | | | 649·33 |
| | MAIN LINE AND BRANCHES (Commercial)—*contd.* | | | | MAIN LINE AND BRANCHES (Commercial)—*contd.* | | | |
| | *Wazirabad-Lyallpur branch*— | | | | | | | |
| | Wazirabad (885 miles from Kiámári on the North Western railway) to Lyallpur . | 96·03 | | | Wazirabad to Hafizabad | 15-8-95 | 37·37 | |
| | | | | | Hafizabad to Sangla Hill | 1-1-96 | 31·45 | |
| | | | | | Sangla Hill to Lyallpur | 15-2-96 | 27·21 | |
| | Lyallpur to Toba Tek Singh . | 49·00 | | | Lyallpur to Toba Tek Singh . . | 22-6-99 | 49·00 | |
| | Toba Tek Singh to Khanewal | 55·53 | | | Toba Tek Singh to Khanewal . . | 16-4-00 | 55·53 | |
| | | 200·56 | | | | | 200·56 | |
| | *Kashmir branch*— | | | | | | | |
| | Siálkot to the frontier of the Kashmir state . . . | 9·08 | | | Siálkot to the frontier of the Kashmir state . | 15-3-90 | 9·08 | |
| | | | 209·64 | | | | | 209·64 |
| | *Main line*— | | | | *Main line*— | | | |
| | Lahore to Khánpur . . | | 353·85 | | Lahore to Mooltan . . | 24-4-65 | 207·82 | |
| | | | | | Mooltan to Muzaffarabad . | 21-8-70 | 6·89 | |
| | | | | | Muzaffarabad to Khánpur . | 1-7-78 | 139·14 | |
| | | | | | | | 353·85 | |
| | Carried over . | | 1,212·82 | | Carried over . | | | 1,212·82 |

**DIX 7—*continued.***

*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The Wazirabad-Lyallpur section is constructed for a single track. The permanent-way consists of second-hand 60lb. bull-headed, 60lb. double-headed and 60lb. flat-footed rails obtained from the renewals of the North Western State railway, laid on second-hand serviceable wooden or trough sleepers. For the present the line is being ballasted to about ¼ of the full section, with stone ballast obtained from quarries at the Sangla hill, which is about 70 miles from Wazirabad. | This line which is a portion of the project known as the Wazirabad-Mooltan railway, 200·34 miles in length, was surveyed and estimated for in 1892-93. It branches off from the North Western State railway at the station of Wazirabad and runs in a south-westerly direction more or less alongside the Chenab canal as far as the canal regulator at Naunana, about 48 miles from Wazirabad, whence it follows the course of the Rakli branch of the canal to Lyallpur, a proposed new civil station, 95·68 miles from Wazirabad. It was sanctioned for construction in December 1894, and work was started by the end of January 1895 along the projected line of railway by the officers of the Canal Department, who had the charge of earthwork, masonry of bridges, and other masonry work. |
| The Lyallpur-Khanewal extension will be almost a surface line throughout, with grades not exceeding 1 in 300. With the exception of the Ravi bridge of 4 spans of 95 feet and one span of 100 feet, there are no large or difficult engineering works. The line is being laid with second-hand North Western State railway rails and new wooden sleepers. | The length of 95·68 miles above referred to excludes 3 miles of line from Khanki junction to the Khanki weir which is being worked as a tramway by the Punjab Irrigation Department and is treated as a quarry siding. |
| The banks are low throughout; and the bridges—though numerous owing to the number of irrigation channels and rajbahas to be crossed—are generally small, with the exception of one 6 × 40 feet girders over the main canal at mile 829·08 from Kurrachee, and another 3 × 40 feet at mile 792·51 over the Jhang branch canal. | The construction of the Lyallpur-Toba Tek Singh section was provisionally sanctioned in December 1895. Work was commenced in 1897. |
| Girders for all bridges have been supplied from the old stock of the North Western State railway. | The object of the line is to open up the country now being irrigated by the Chenab canal, and to provide carriage for the export of grain and produce of the land now being brought under cultivation by the colonists and settlers who are reclaiming the desert land of the Rechna Doab as it becomes fertilized by the supply of canal water. |
| From Lahore to Ráewind the earthwork and bridges are for a single track. | The section from Lahore to Mooltan and Sher Shah (which, with the section from Amritsar to Lahore, was formerly called the Punjab railway) was commenced on the 8th February 1859. |
| From Ráewind south distant signal to Muzaffarabad (188·49 miles) the earthwork and bridges are for a single line. The Punjab section double-headed 68lb. iron rails have been in parts (aggregating 188·49 miles) replaced with double-headed 68lb., bull-headed 73lb., flat-footod 75lb., and bull-headed 77½lb., and 62lb. flat-footed steel rails. | The dates of orders for survey and construction of the section from Muzaffarabad junction to Khánpur are the 30th October 1869 and 8th November 1871, respectively. This line was also commenced as a 3′ 3⅜″ gauge railway, and works had been well advanced when orders were received to adopt the 5′ 6″ gauge. It was opened partly on the 21st August 1870, and partly on the 1st July 1878. |
| The line from Muzaffarabad to Khánpur is constructed for a single track. It was originally laid with flat-footed iron rails, 60lb. to the yard, but 6·29 miles have been replaced with 62lb. flat-footed steel rails, and 132·85 miles with 75lb. flat-footed steel rails. The sleepers are wooden, except 67·39 miles which are laid with steel transverse sleepers. | |
| On the 1st January 1889, Muzaffarabad Junction was closed and Sher Shah Junction opened in connection with the Sind-Sagar loop. | |

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | | | Total mileage. | Date of opening for public traffic. | | |
|---|---|---|---|---|---|---|---|
| | | Miles. | Miles. | Miles. | | | Miles. |
| 8 (*a*) | **North Western**—*contd.* | | | | | | |
| | (*5′ 6″ gauge*). | | | | | | |
| | Brought forward . | | 12,12·82 | | Brought forward . | | 1,212·82 |
| | MAIN LINE AND BRANCHES (Commercial)—*contd.* | | | | MAIN LINE AND BRANCHES (Commercial)—*contd.* | | |
| | Khánpur to Rohri . . | 132·05 | | | Khánpur to Rohri . . | 1-7-78 | 132·05 |
| | Rohri to Sukkur . . | 2·64 | | | Rohri to Sukkur . . | 27-3-89 | 2·64 |
| | Sukkur to Kotri . . | 225·36 | | | Sukkur to Rádhan . . | 1-10-78 | 79·31 |
| | | | 360·05 | | Rádhan to Laki . . | 27-10-78 | 70·57 |
| | | | | | Laki to Kotri . . . | 8-10-78 | 75·48 |
| | | | | | | | 360·05 |
| | Kotri to Kurrachee Cantonment . . . . | 102·59 | | | Kotri to Kurrachee City . | 13-5-61 | 104·89 |
| | Kurrachee Cantonment to Kurrachee City . . . | 2·30 | | | Kurrachee City to Kiámári (including Napier Mole line)— | | |
| | Kurrachee City to Kiámári (including Napier Mole line) . | 3·06 | | | For goods traffic . | 16-6-89 | 3·06 |
| | | | 107·95 | | For passenger traffic | 5-11-91 | |
| | | | | | | | 107·95 |
| | *Branches*— | | | | *Branches*— | | |
| | Phulji to Puranadera . . . | | 2·57 | | Phulji to Puranadera— | | |
| | Sukkur to Sukkur Bandar . | | 1·25 | | For goods traffic . | 1-6-82 | 2·57 |
| | Kotri to Kotri Bandar . . | | 1·14 | | Sukkur to Sukkur Bandar | 1-10-78 | 1·25 |
| | | | | | Kotri to Kotri Bandar . | 1-4-89 | 1·14 |
| | *Meean Meer Chord line**— | | | | *Meean Meer Chord line**— | | |
| | Meean Meer East to Meean Meer West . . . . | | 2·13 | | Meean Meer East to Meean Meer West . . . | 10-12-91† | 2·13 |
| | *Kotri-Rohri* (*Chord*) *line*— | | | | *Kotri-Rohri* (*Chord*) *line*— | | |
| | Kotri (107·95 miles from Kiámári) to Hyderabad (Sind) (on the Hyderabad-Shadipalli railway) | 4·99 | | | Kotri to Hyderabad . | 25-5-00 | 4·99 |
| | Hyderabad to Rahoki . . | 6·04 | | | Rahoki to Shahdadpur— | | |
| | Rahoki on the Hyderabad-Shadipalli railway (119·52 miles from Kiámári) to Rohri (298·43 miles from Kiámári) on the North Western State railway . . . . | 178·93 | | | For goods traffic | 15-11-96 / 21-1-96‡ | 39·09 |
| | | | 189·96 | | For public traffic . | 16-12-96 | |
| | | | | | Shahdadpur to Rohri— | | |
| | | | | | For goods traffic . | 15-11-96 | 139·84 |
| | | | | | For public traffic . | 16-12-96 | |
| | | | | | | | 191·01 |
| | Carried over . | | 1,877·87 | | Carried over . | | 1,871·83 |

* This is a military line and is not intended to be used for ordinary public traffic.
† This was the date on which the line was ready for opening after the Consulting Engineer's inspection.
‡ This is the date on which the line was opened for goods traffic and worked by construction trains.

DIX 7—*continued.*



*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The section from Khánpur to Kotri is constructed for a single track with flat-footed steel 62lb. and 75lb. flat-footed and 73lb. bull-headed steel rails, on transverse sleepers of creosoted pine, deodar and steel. The chief works on this line are the Lansdowne bridge over the Indus between Sukkur and Rohri and the cutting through the Laki pass. | The dates of orders for survey and construction of the section from Khánpur to Kotri are as follows :<br>*Date for survey.*<br>Khánpur to Kotri . . . . 30-10-69<br>*Dates for construction.*<br>Khánpur to Rohri . . . . 8-11-71<br>Sukkur to Kotri . . . . 4-11-72<br>The construction of the Lansdowne bridge over the Indus at Sukkur was commenced in April 1883 and completed in March 1889. The opening of this bridge has dispensed with the length from Rohri to Rohri Bandar. The section from Sukkur Bandar to Sukkur Main is retained for goods traffic.<br>The line from Khánpur to Kotri was commenced as a 3′ 3⅜″ gauge railway, and works had been well advanced when orders were received to adopt the 5′ 6″ gauge.<br>The section from Kotri to Kurrachee was commenced on the 29th April 1858. The extension of the line from Kurrachee City to Kiámári was virtually completed on the 12th November 1887. |
| Ordinary double-headed rails, 65lb. to the yard, were originally laid on sleepers of creosoted pine, but they are being renewed with steel rails 80·75 miles having been relaid with 75lb. flat-footed, 26·20 miles, with 68lb. double-headed, and 1·00 mile with 77½lb. bull-headed steel rails up to the 31st December 1899.<br>From Kiámári station to Kotri station (except over the Malir bridge) the line is double.<br>From Meean Meer East to Meean Meer West, including the siding to the commissariat yard (3·55 miles), the line is constructed of second-hand 68lb. bull-headed iron rails and second-hand wooden sleepers. The line is unballasted, but is fenced. | The Meean Meer chord line has been constructed for troop traffic. The construction of a single line was sanctioned on the 14th June 1887 and finished on the 30th June 1888. The estimate for doubling the line was sanctioned on the 4th October 1888, and work completed on the 31st December 1890. |
| The Kotri-Rohri (Chord line) traverses the valley of the Indus on its left bank, crossing that river at Kotri with a bridge of 5 spans of 350 feet girders and one land span of 100 feet.<br>Earthwork is heavy on the approaches to the bridge and at the entrance to Rohri. On the remainder of the length the earthwork is nowhere heavy and on the Desert section of 40 miles very light.<br>On the Kotri approach to the bridge the gradient is 1 in 150, and passing through the hills into Rohri 1 in 300, otherwise the maximum gradient is 1 in 500.<br>The curves are as a rule very flat, the sharpest curve is on the Kotri approach to the Indus bridge and has a radius of 1,300 feet. All bridges over 2 feet span, except that on the Kotri approach to the Indus bridge, and those bridges are being built for a double line.<br>The permanent-way consists of 75lb. flat-footed steel rails laid on creosoted pine sleepers without bearing plates. Eleven sleepers per 30 feet rail. Ballast will ultimately consist of broken stone, but at present the line is packed with earth. Sidings are being laid with second-hand materials. | The necessity for this railway is caused by the set of the Indus on its right bank which has rendered the line along that bank dangerous, and owing to the frequent breaches, has caused communication with Kurrachee to be intermittent, dislocating the export trade and cutting off communication with the North-Western Frontier.<br>The present line, which follows the left bank of the river, is on high ground and is less liable to inundation. It saves about 36·51 miles on the through distance from the Punjab to Kurrachee, and will also give an alternative route to Quetta.<br>The survey was ordered in October 1894, construction, exclusive of the Indus bridge, in November 1894, and the bridge in September 1895. |

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | | Total mileage. | Date of opening for public traffic. | | |
|---|---|---|---|---|---|---|
| | | Miles. | Miles. | | | Miles. |
| 8 (*a*) | **North Western**—*contd.* | | | | | |
| | (*5' 6" gauge*). | | | | | |
| | Brought forward | 1,877·87 | | Brought forward | | 1,871·83 |
| | MAIN LINE AND BRANCHES (Commercial)—*concld.* | | | MAIN LINE AND BRANCHES (Commercial)—*concld.* | | |
| | *Ferozepore branch*— | | | Ráewind to Kasúr | 15-4-83 | 16·50 |
| | Ráewind to Ferozepore Cantonment | 33·00 | | Kasúr to Ganda Singhwála | 10-6-83 | 7·00 |
| | | | | Ganda Singhwála to Ganda Singh Bandar | 15-12-83 | |
| | | | | Ganda Singh Bandar to Hussainiwala | 8-5-87 | 5·50 |
| | Hussainiwála to Ferozepore Cantonment | 3·50* | | Hussainiwala to Ferozepore City | 1-10-92 | 2·00 |
| | | | | Ferozepore City to Ferozepore Cantonment | 1-10-88 | 2·00 |
| | | | | | | 33·00 |
| | | | | Hussainiwala to Ferozepore Cantonment | 8-5-87 | 3·50* |
| | *Pathankot branch*— | | | | | |
| | Amritsar *viâ* Batála and Gurdáspur to Pathánkot | 66·70 | | Amritsar to Dínanagar | 1-1-84 | 51·22 |
| | | | | Dínanagar to Pathánkot | 8-6-84 | 15·48 |
| | | | | | | 66·70 |
| | | | 1,981·07 | TOTAL MAIN LINE AND BRANCHES | | 1,975·03 |
| | FRONTIER SECTION (Military)— | | | FRONTIER SECTION (Military)— | | |
| | *Sind-Sagar railway and Khusálgarh branch*— | | | Golra junction to Langar | 1-4-81 | 60·50 |
| | *Khusálgarh branch*— | | | Langar to Khusálgarh | 16-4-81 | |
| | | | | Khusálgarh, new station | 18-7-83 | 9·66 |
| | | | | | | 70·16 |
| | Golra junction to Khusálgarh | 70·16 | | | | |
| | Carried over | 70·16 | 1,981·07 | Carried over | | 1,975·03<br>70·16 |

* This is a military line and is not intended to be used for ordinary public traffic

DIX 7—*continued.*

*on the 31st December 1900, alphabetically arranged.*

It has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The Ferozepore branch was originally laid with part-worn Delhi section bull-headed 60lb. steel-faced rails on second-class wooden sleepers. These have been replaced on 5·88 miles with 68lb. bull-headed steel rails on cast-iron pot-sleepers; 16·75 miles with 75lb. flat-footed rails on deodar sleepers, and on 10·50 miles with 75lb. flat-footed rails on steel trough sleepers. A new length of two miles has been constructed from Hussainiwala to Ferozepore City and joined to the old back shunt line which runs from Ferozepore Cantonment to the City station; the entire length being laid with 75 lb. flat-footed rails on deodar sleepers and fully ballasted and fenced. The new length of line runs between the City and Arsenal. The old line from Hussainiwala to Ferozepore Cantonment, which runs on the further side of the Arsenal from the City, nas not been dismantled but is closed for traffic. The rails on the Kaiser-i-Hind bridge are 75lb. flat-footed steel. | The construction of the branch line from Ráewind to Ganda Singhwála was sanctioned on the 9th November 1882, and an extension of the branch from Ganda Singhwála to the boat bridge over the Sutlej opposite Ferozepore was sanctioned on the 2nd October 1883.<br>The Kaiser-i-Hind bridge over the Sutlej near Ferozepore was opened on the 8th May 1887. |
| The line is three-fourths ballasted, and the banks and bridges have heen made up to the full width of 20 feet for a single track. | The construction of the branch from Hussainiwala to Ferozepore City was sanctioned on the 29th October 1891, and was opened for traffic on the 1st October 1892. |
| The old rail bridge across the Dehmu creek has been replaced by 4 spans of 40-feet girders on brick piers and from this to the Kaiser-i-Hind bridge and thence on to Hussainiwala the line is carried on a raised embankment through the old bed of the river. | |
| The Kaiser-i-Hind bridge consists of 27 spans of 150 feet new pattern steel girders on brick piers, 26½ feet by 14½ feet, with rounded cut-waters. The piers are built on wells, 23 feet in diameter, headed with Portland cement concrete. The railway is carried on the lower booms, and a cart road on the upper booms. Extensive protective works were made to train the river through the bridge. | |
| The Ferozepore branch is wholly fenced. | |
| The Pathánkot branch commences from Amritsar station with a curve of 3,500 feet radius, and runs practically along a watershed the whole way to Pathánkot. The only bridges of any importance are those which cross the Bari Doab canal and its branches. The line presented no engineering difficulties; the rise on the whole length between Amritsar and Pathánkot is 326·45 feet. the steepest gradient being 1 in 170, and the sharpest curve of a radius of 2,000 feet. | The survey of the Pathánkot branch was undertaken by the Government of the Punjab in 1879, and its construction was sanctioned on the 6th December 1881.<br>The line was at first worked, under agreement, by the North Western State railway. It was absorbed into the North Western State railway system on the 1st April 1892. |
| Steel rails, 64·70 miles with 62lb. flat-footed, and 2·00 miles with 68lb. double-headed rails, have been used. | |
| The whole line is fenced.<br>The line from Golra junction to Khusálgarh is constructed for a single track. | |
| The rails are flat-footed steel, 62lb. to the yard, spiked to transverse wooden sleepers, except 1·25 miles which are on steel sleepers. | |
| The Khusálgarh branch is unfenced, except at stations. | |

*P. T. O.*

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class : No. | Name of line and mileage sanctioned. | | | Total mileage. | Date of opening for public traffic. | | |
|---|---|---|---|---|---|---|---|
| | | Miles. | Miles. | Miles. | | | Miles. |
| 8 (*a*) | **North Western**—*contd.* | | | | | | |
| | (*5′ 6″ gauge*). | | | | | | |
| | Brought forward | | 70·16 | 1,981·07 | Brought forward | { 1,975·00 / 70·16 | |
| | FRONTIER SECTION (Military)—*contd.* | | | | FRONTIER SECTION (Military)—*contd.* | | |
| | *Sind-Sagar railway*— | | | | *Sind-Sagar railway*— | | |
| | *Main line*— | | | | *Main line*— | | |
| | Lála Músa (82·37 miles from Lahore) to Malakwál | 44·97 | | | Lála Musa to Malakwál | 10-2-86 | 44·97 |
| | Malakwál to Chenab west bank | 294·75 | | | Malakwál to Bhakkar | 15-8-87 | 175·04 |
| | Chenab west bank to Chenab east bank | 2·49 | | | Bhakkar to Chenab west bank | 22-1-87 | 119·71 |
| | Chenab east bank to Sher Shah | 2·39 | | | Chenab west bank to Chenab east bank | 1-2-90 | 2·49 |
| | | | 344·60 | | Chenab east bank to Sher Shah | 1-1-89 | 2·39 |
| | | | | | | | 344·60 |
| | *Branches*— | | | | *Branches*— | | |
| | *Bhera branch*— | | | | | | |
| | Malakwál to Bhera | 18·10 | | | Malakwál to Bhera | 15-3-87 | 18·10 |
| | *Bhaganwala branch*— | | | | | | |
| | Haranpur to Bhaganwala | 10·84 | | | Haranpur to Bhaganwala— | | |
| | | | | | For goods traffic | | 10·84 |
| | *Khewra branch*— | | | | | | |
| | Chalisa junction to Khewra salt mines | 6·36 | | | Chalisa junction to Khewra salt mines | 15-8-87 | 6·36 |
| | Khewra to Dandot | 2·15 | | | Khewra to Dandot— | | |
| | | | 8·51 | | For coal traffic | 1-8-89 | 2·15 |
| | *Mari branch*— | | | | | | |
| | Kundián to Miánwáli | 9·00 | | | | | |
| | Miánwáli to Mári | 27·32 | | | Kundián to Mári | 15-3-92 | 36·32 |
| | | | 36·32 | | | | |
| | *Dera Gházi Khan branch*— | | | | | | |
| | Mahmud Kot to Gházi ghât | 11·27 | | | Mahmud Kot to Gházi ghât | 1-4-87 | 11·27 |
| | | | 85·04 | | | | 85·04 |
| | Carried over | | 499·80 | 1,981·07 | Carried over | { 1,975·03 / 499·80 | |

**DIX 7—*continued.***



***on the 31st December 1900, alphabetically arranged.***

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The Sind-Sagar eastern section (formerly known as the Salt branch of the Punjab Northern state railway) was originally laid for a 3′ 3⅜″ gauge single track with 40lb. rails. It has since been converted into a single 5′ 6″ gauge line. From Lála Músa Junction to Malakwál the rails are flat-footed steel 75lb. to the yard, laid on transverse wooden sleepers; and from Malakwál to Behra the rails, taken from the main line, are old iron flat-footed 60lb. to the yard, laid on wooden sleepers.<br>The rails used on the Sind-Sagar western section are steel, 75lb. to the yard, 200·65 miles on steel sleepers, 0·92 mile on steel and wood mixed, and the remainder with wooden sleepers.<br>The steepest gradient on the main line is 1 in 100.<br>The Sind-Sagar railway is unfenced, except on the portion from Sher Shah to Chenab west bank.<br>The permanent-way on the Bhaganwala branch consists of iron flat-footed 60lb. and double-headed 68lb. iron rails laid on serviceable deodar, steel and oval pot sleepers. The line is a surface one without bridges, all cross drainage being dealt with by boulder dips.<br>On the Khewra branch there are two gradients; one 0·76 mile long of 1 in 53·54 and 0·83 mile of 1 in 60, and another 0·46 mile long of 1 in 100.<br>The sharpest curve on the main line is 3°, on the branches 818·5 feet is the sharpest, except on the Khewra brnch, where there are five curves of 1,000 feet radius.<br>The earthwork is light throughout.<br>The bridging is light. With the exception of the bridge over the river Jhelum betwen Malakwál and Haranpur, the only important works are three bridges aggregating 9 spans of 40 feet on wells sunk 30 feet below the level of the bed of the river.<br>On the Kundián-Miánwáli section of the Mári branch the permanent-way consists of 75lb. flat-footed steel rails laid on steel trough sleepers, the ballast used being sand with a capping of ballast 4 feet per foot run.<br>The Miánwáli-Mári section is laid 18·30 miles with second-hand iron rails, 60lb. to the yard, on wooden sleepers and 9·02 miles with 75lb. steel rails on wooden sleepers and ballasted with 8 cubic feet of shingle per foot run.<br>The branch is unfenced throughout.<br>The bridging is light between Kundián and Miánwáli, but is heavy between Miánwáli and Mári, especially towards Mári. The largest is the bridge of 5 spans of 40-foot girders over the Jabba nullah.<br>The ruling gradient is 1 in 200, and the sharpest curve is 1,433 feet in radius.<br>On the Dera Gházi Khan branch there is a bridge of 2 spans of 100 feet, with rails on the bottom booms, over the Chitta Wah, a branch of the river Indus. The foundations are on wells sunk 30 feet below low-water level.<br>Over the river Khewra, on the Khewra branch, is a bridge of 4 spans of 40 feet on a gradient of 1 in 53·54. | The Sind-Sagar line connects the frontier stations of Dera Ismail Khan and Dera Gházi Khan with the Indian railway systems.<br>The orders for the survey were issued in October 1884 and in December 1884 the Government sanctioned the construction of the Victoria bridge over the Jhelum at Chak Nizam and the work on the portion of the line (3·50 miles) between Malakwál and the Jhelum river.<br><br>The line from Haranpur to Bhaganwala was sanctioned as a siding on the 13th July 1894 primarily for developing the new colliery at Bhaganwala. It was subsequently opened for passenger traffic.<br><br>The lengths from Kundián to Miánwáli and Miánwáli to Mári were sanctioned for construction on the 27th February 1886 and the 10th December 1889, respectively.<br>The branch runs parallel to the Indus, ending at Mari on the Indus opposite Kalabagh.<br><br>The lines from Lála Músa to Malakwál and from Malakwál to Bhera have replaced the old 3′ 3⅜″ gauge, *viz.*:<br>Lála Músa to Miani on the Jhelum, opposite Pind Dádan Khán . 53·96<br>Miani to Bhera . . . . . 9·11<br>Miani to Khewra (abandoned) . . 10·00<br>73·07<br>The dates of opening of the 3′ 3⅜″ gauge line were as follows:<br>Lála Músa to Bahá-ud-din (28·46 miles) on the 1st January 1880. |

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | | Total mileage. | Date of opening for public traffic. | |
|---|---|---|---|---|---|
| | | Miles. Miles. | Miles. | | Miles. |
| 8 (*a*) | **North Western**—*contd.* (*5' 6" gauge*). | | | | |
| | Brought forward . . | 499·80 | 1,981·07 | Brought forward . | 1,975·03 / 499·80 |
| | FRONTIER SECTION (Military)—*contd.* | | | FRONTIER SECTION (Military)—*contd.* | |
| | Peshâwar-Jamrud extension— | | | | |
| | Peshâwar to Jamrud . . . | 11·13 | | | |
| | *Mári-Attock railway*— | | | | |
| | Cambellpore Cantonment (new station) to Basál Junction . 18·45 | | | Cambellpore Cantonment (new station) to Basál Junction . 1-4-99 | 18·45 |
| | Jand Junction to Daud Khel . 53·91 | | | Jand Junction to Daud Khel . 1-4-99 | 53·91 |
| | | 72·36* | | | 72·36 |
| | | | | *Total Sind-Sagar railway with branches and Khusálgarh branch* | 581·16 |
| | *Sind-Pishin railway*— | | | *Sind-Pishin railway*— | |
| | *Main line*— | | | *Main line*— | |
| | Ruk Junction (Point No. 5) to Bostán distant signal (Chaman extension) . . . 268·15 | | | Ruk to Sibi— | |
| | | | | For coaching traffic . 2-5-80 | 132·22 |
| | | | | For goods traffic . 1-7-80 | |
| | Base of Bostán triangle loop . . . 0·31 | | | Sibi to Sharigh— | |
| | | | | For goods and parcels traffic 20-3-87 | 74·80 |
| | | | | For coaching traffic . 28-8-87 | |
| | Bostán to Kila Abdulla 38·14 | | | Sharigh to Bostán . . 28-8-87 | 61·13 |
| | Kila Abdulla to Chaman 29·40 | | | Base of Bostán triangle loop ... | 0·31 |
| | | 336·00 | | Bostán to Kila Abdulla— | |
| | | | | For goods traffic . . 25-1-88 | 38·14 |
| | | | | For coaching traffic . . 8-2-88 | |
| | | | | Kila Abdulla to Chaman . 1-1-92 | 29·40 |
| | | | | *Total Sind-Pishin railway* . . . | 336·00 |
| | Carried over . | 919·29 | 1,981·07 | Carried over . . | 1,975·00 / 908·16 |

* The total length from Mári to Cambellpore Cantonment is 90·96 miles, of which 72·36 miles are new line and 18·60 miles are a part of the existing Khusálgarh branch of the North Western State railway.

**DIX 7—*continued.***

***on the 31st December 1900, alphabetically arranged.***

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The bridge over the Chenab at Sher Shah was opened on the 1st February 1890. It consists of 17 spans of 200 feet on double hexagonal wells founded 107 feet below rail-level and 75 feet below low-water, and has a roadway on the same level as the rails, 15′ wide between girders and 14′ 6″ headway at centre from rail-level to bottom of cross girders of top boom. The roadway consists of corrugated steel troughs fitted with teak scantlings. A special feature of the bridge is the reduction of water-way effected as compared with other works of its class. | Bahá-ud-din to Hariah (10·52 miles) on the 1st February 1880.<br>Hariah to Miani (14·98 miles) on the 10th April 1880.<br>Miani to Bhera (9·11 miles) on the 2nd February 1882.<br>Miani to Khewra (10 miles) on the 1st January 1883. |
| The Victoria bridge over the river Jhelum near Chak Nizam was opened on the 16th May 1887. It consists of 17 spans of 150 feet steel girders, and is founded on single wells of 25 feet external diameter and sunk 82 feet below low-water level.<br>The wells of the Victoria bridge are continued as piers to girder-bed level. The brick steining is 5½ feet thick. All the wells are hearted with a 10 feet plug of Portland cement concrete, above which is ordinary semi-hydraulic lime concrete, the tops of the piers being finished off with solid brick masonry over the concrete.<br>The girders are the ordinary triangulated type with rails on bottom booms. The cross girders are lengthened out on each side to support two footways.<br>Somewhat extensive protective works have been carried out to train the river through the bridge. | |
| This line is being laid with flat-footed steel rails, 75 lbs. to the yard, on deodar sleepers and will not for the present be ballasted and the formation will be only 16½′ wide.<br>The ruling gradient is 1 in 90 and sharpest curve 3° or 1,910′ radius.<br>For the present the line will cross the Jam Nullah by a diversion at Nullah bed level.<br>This is the only place on the line requiring any considerable waterway. For the rest of the way the line is pratically a surface line with a few small culverts and syphons chiefly for irrigation purposes. | This line is being constructed purely as a military siding for the conveyance of troops and stores. |
| This scheme completes the Cis-Indus line from Attock to Rohri through the mountainous track of the Sind-Sagar-Kohistan.<br>The works are those of a ghât line of the heaviest class. There are eleven tunnels aggregating 2·27 miles in length, besides several heavy rock cuttings and seven viaducts over 100 feet, as also other heavy bridging.<br>The sharpest curve, which is 0·19 mile long, has a radius of 1,110 feet, and is situated between 62·02 and 62·21 miles from Campbellpore Contonment.<br>The ruling gradient is 1 in 83 compensated and such grades occur as under:<br>Miles.<br>Cambellpore Contonment to Basál . 9·37<br>Langar to Daud Khel . . . . 17·36<br>26·73<br>On the Campbellpore-Basál section the line is laid with 75lbs. flat-footed steel rails 18·00 miles on wooden sleepers, 62lbs. flat-footed steel rails 0·45 miles on steel sleepers. On the Jand-Daud Khel section the rails are 62lbs. flat-footed steel 10·36 miles on wooden sleepers, and 1·55 miles on steel sleepers, 38·55 miles of 75lbs. flat-footed steel rails on wooden sleepers, and 3·45 miles of 64lbs. double-headed steel rails on wooden sleepers.<br>The length from Ruk to Sibi is a single line, and the permanent-way is of several varieties, comprising 62lbs. steel rails on wooden sleepers, 68lbs. double-headed rails on cast-iron pots, 82 lbs. East Indian railway (very old) | Orders for the survey and construction of the section from Ruk to Sibi issued in October 1879. |

*P. T. O.*

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | Miles. | Miles. | Total mileage. | Date of opening for public traffic. | Miles. |
|---|---|---|---|---|---|---|
| 8 (*a*) | North Western—*contd.* (5′ 6″ *gauge*). | | | Miles. | | |
| | Brought forward . . | | 919·29 | 1,981·07 | Brought forward . | 1,975·03<br>908·16 |
| | FRONTIER SECTION (Military)—*contd.* | | | | FRONTIER SECTION (Military)—*contd.* | |
| | *Mushkaf-Bolan railway*— | | | | *Mushkaf-Bolan railway*— | |
| | Sibi (Point No. 51) to distant signal | 0·83 | | | Sibi (Point No 51) to Quetta south distant signal . . (*a*) 15-4-97 | 86·74 |
| | Sibi distant signal to Nàrí Bank . | 3·98 | | | | |
| | Nàrí Bank to Kolpur . . . | 57·00 | | | | |
| | Kolpur to Quetta south distant signal . . . . . | 24·93 | | | | |
| | | | 86·74 | | | |
| | Carried over . | | 1,006·03 | 1,981·07 | Carried over . | 1,975·03<br>994·90 |

(*a*) The railway was utilised for the carriage of both goods and passengers for a short period in November 1896, while traffic was suspended on the Sind-Pishin section owing to the line being breached, but the line was actually opened on the 15th April 1897.

*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| rails, and 84lb. Great Indian Peninsula steel bull-headed rails on wooden sleepers and 75 lb. steel flat-footed on wooden and Indian Midland oval pot sleepers on the 31st December 1899.<br>From Sibi for a length of 38·87 miles the line is laid with double-headed rails, 75lb. to the yard, on Denham-Olphert's sleepers. Except the small portions on bridges where there are 75 lb. flat-footed steel rails on wooden sleepers, the remainder of the line is laid with flat-footed steel rails, 75lb. to the yard, on steel troughs sleepers.<br>The line throughout has been constructed for a single track only, except from Gulistán to Chaman, which is double.<br>Ruling gradients are—<br>1 in 200 between Sibi and Nári.<br>1 in 55 between Nári and Dalújal.<br>1 in 68·4 between Dalújal and Spintangi<br>1 in 55 between Spintangi and Nákus.<br>1 in 45 between Nákus and Sharigh.<br>1 in 50 between Sharigh and Khost.<br>1 in 42·3 between Khost and Khanai.<br>1 in 81·2 between Khanai and Bostán.<br>1 in 100 between Bostán and Gulistán.<br>1 in 39·8 between Gulistán and Chaman.<br>From Nári (459th mile from Kiámári) to Spintangi (494th mile) and from Dirgi (543rd mile) to Khanai (575th mile), 67 miles in all, work was exceptionally heavy in bridging, tunnelling and earthwork. At the Khojak pass (610th mile) the Khojak tunnel, 2½ miles long, occurs; the approaches to it on either side involve very heavy earthwork.<br>The Sind-Pishin main line is fenced from Ruk Junction to Jhatpat; the remainder of the line is unfenced.<br>The line from the Bolán Junction station, and from the Sibi station, follows the old Quetta loop to Nári Bank station, about 5 miles from Sibi and 456·78 miles from Kurrachee. The old Bolán railway (Quetta loop) from Nári Bank, *viâ* Kundalani to Hirók, has been dismantled except the first portion from Nári bank to Rindli.<br>The new line just constructed is on a completely new alignment between Nári Bank and Kolpur, the actual length of the construction works being 57 miles. from Nári Bank to the mouth of the Mushkaf Gorge (464 miles from Kurrachee), *viâ* Sibi the line is over flat ground with light works, between 464 and 466 miles the country is very difficult, involving six tunnels and two large bridges over the Mushkaf river. From 466 to 477 the country is more open, but the line crosses the Mushkaf river twice and has two tunnels.<br>On the 478th mile is the Panir tunnel, 3,218 feet long, through a high range of limestone hills dividing the Mushkaf from the Bolán valley, the latter being 200 feet lower than the former. For the first 6 miles along the Bolán valley the works are very heavy, there being five tunnels or varying lengths, some exceptionally high embankments, and long deep rock cuttings.<br>Thence to Mach at mile 498·37, the works are lighter, being generally on embankments; but the bridges are very numerous, especially between mileages 481 and 491 where the line winds along the undulating slopes near the base of the hills on the east of the Bolán valley.<br>Mach is an engine changing station about 3,250 feet above the sea. From Mach to Hirok (mile 506·35) the works are comparatively light, with the exception of the heavy cuttings on the south and the high embankment on the north approaches to the Hannar Nulla bridge, and a tunnel at Siri-Bolán. | Sanction was given for the construction of the Bostán-Gulistán section in May 1885, and of the Gulistán-Chaman section in November 1887.<br>The re-grading of the line between Sibi and Nákus has been completed; there is now no grade on that section virtually steeper than 1 in 55.<br><br>The surveys of the Upper Bolán between Hirok and Kolpur were commenced about the middle of November 1890, and between Sibi and Hirok about the begining of January 1891.<br>The line was sanctioned for construction in October 1891, and orders for commencement of preliminary work issued in November 1891.<br>The estimates were for a single line of railway on the standard gauge. Orders were afterwards received to make the tunnels and bridges for a double line.<br>Revised estimates, showing the probable cost of this railway with all the tunnels and bridges made suitable for a double line, were sanctioned in December 1893.<br>The line between A.bi-Gum and Kolpur is double.<br>The Mushkaf-Bolan railway was incorporated with the North Western State railway from the 31st May 1896. |

**Appendix 7.**
History of Railways.

APPEN

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | | Total mileage. | Date of opening for public traffic. | | |
|---|---|---|---|---|---|---|
| | | Miles. Miles. | Miles. | | | Miles. |
| 8 (*a*) | **North Western**—*concld.* | | | | | |
| | (*5′ 6″ gauge*). | | | | | |
| | Brought forward | 1,006·03 | 1,981·07 | Brought forward | { 1,975·03 / 994·90 | |
| | FRONTIER SECTION (Military)—*concld.* | | | FRONTIER SECTION (Military)—*concld.* | | |
| | *Quetta loop*— | | | *Quetta loop*— | | |
| | Quetta south distant signal to Bostán (Point No. 1) | 20·59 | | Quetta south distant signal to Bostán (Point No. 1) | 28-8-87 | 20·59 |
| | Nari Bank to Rindli (*Rindli branch*) | 13·81 | | Nari Bank to Rindli | | 13·81 |
| | Mithri chord (in Quetta district) | 0·60 | | Mithri chord | 1-1-98 | 1·34 |
| | Mithri chord (in Sukkur district) | 0·74 | | | | |
| | | 35·74 | 1,041·77 | *Total Quetta loop* | | 35·74 |
| | | | | TOTAL FRONTIER SECTION | | 1,030·64 |
| | | | | DOUBLE—MAIN LINE AND BRANCHES—(COMMERCIAL)— | | |
| | | | | Kiámári to Kurrachee City | 30-6-97 | 3·06 |
| | | | | Kurrachee City to Kurrachee Cantonment | 13-5-61 | 2·30 |
| | | | | Kurrachee Cantonment to Pipri | 20-6-97 | 20·75 |
| | | | | Pipri to Kotri | 3-5-98 | 81·89 |
| | | | | Meean Meer East to Meean Meer West | 10-12-91 | 2·13 |
| | | | | | | 110·13 |
| | | | | Gulistán to Chaman | 20-9-92 | 36·82 |
| | | | | A-bi-Gum to Kolpur | | 23·54 |
| | | | | TOTAL DOUBLE LINE | | 170·49 |
| | TOTAL | | 3,022·84 | TOTAL OPEN MILEAGE | | 3,005·67 |

*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

Details of construction.

Between Hirok and Kolpur (513·80 mile) the works are again very heavy, involving numerous heavy rock cuttings, four tunnels, and two arched cuttings, long retaining walls and a number of large bridges, besides those for nine different crossings of the Bolán torrent at levels high above the torrent beds.

From Sibi to Nari Bank mile 457·05 the permanent-way consists of 75 lb. double-headed rails and Denham-Olphert's sleepers. From Nari Bank, mile 457·05 to mile 461·25, 75 lb. double-headed and cast-iron chairs and deodar sleepers. From mile 461¼ to mile 484·60, 75lb. double-headed rails on Denham-Olphert's sleepers. From mile 484·60 to mile 490·45, 75lb. flat-footed rails on steel sleepers. From mile 490·45 to Kolpur, mile 414·00, 100 lb. flat-footed rails on steel sleepers, and from Kolpur, mile 414·00 to Quetta, 75lb. flat-footed rails on steel sleepers.

This section is unfenced.

The Quetta-Bostán section has been laid with 75 lb flat-footed rails on steel sleepers.

The works are light and the ruling gradient is 1 in 93·6.

This section is unfenced.

The following statement shows the length and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet:

| Section of Line. | Length of Gradients. | | | Curves under a radius of 1,000 feet. | | Remarks. |
|---|---|---|---|---|---|---|
| | 1/100 and less | 1/81 to 1/80 | 1/71 to 1/100 | Length | Radii. | |
| North Western— | Miles. | Miles. | Miles. | Miles. | Feet. | |
| Lahore district (1/100) | ... | ... | 0·21 | ... | ... | |
| Rawalpindi * (1/100) | ... | ... | 120·12 | ... | ... | |
| Mile 955·50 between Lahore and Rawalpindi | ... | ... | ... | 0·21 | 955 | |
| Sind-Sagar, Main line— | | | | | | |
| Between Haranpur and Chalisa (1/100) | ... | ... | 0·06 | ... | ... | |
| Khusálgárh branch | 1·23 | 12·42 | 9·21 | ... | ... | |
| Bhaganwala ,, (1/100) | ... | ... | 0·43 | ... | ... | |
| Khewra ,, | ... | 1·59 | 0·45 | ... | ... | |
| Sukkur bandar ,, (1/72) | ... | 0·08 | ... | ... | ... | |
| Sind Pishin— | | | | | | |
| Sibi to Nákus | ... | 30·43 | 5·58 | 6·49 | Varying from 455 to 900 ft. | |
| Nákus to Bostán | 22·70 | 18·96 | 6·83 | 10·18 | Varying from 500 to 980 ft. | |
| Bostán to Yaru | ... | ... | 1·42 | ... | ... | |
| Gulistán to Chaman | 25·14 | 3·16 | 1·24 | 7·56 | Varying from 772 to 988 ft. | |
| Bostán to Quetta | ... | ... | 5·10 | 0·20 | Varying from 550 to 980 ft. | |
| Mushkaf Bolan— | | | | | | |
| Sibi to A-bi-Gum | ... | 19·46 | 4·20 | ... | ... | Ruling gradient 1 in 55 |
| A-bi-Gum to Mach | 6·96 | 0·13 | ... | 0·19 | 946 ft. | ,, 1 in 33 |
| Mach to Kolpur | 14·21 | 0·38 | ... | 0·90 | Varying from 900 to 955 ft. | ,, 1 in 25 |
| Kolpur to Quetta | ... | ... | 2·70 | ... | ... | ,, 1 in 100 |

* Including Mari Attock.

The Jammu and Kashmir and Rájura-Bhátinda railways are worked by the North Western State railway. The terms of working will be found in Appendices AA to this report and V to Part II of the Railway Administration Report for 1892-93, respectively.

P. T. O.

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railway constructed and in progress*

NOTE—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | Total mileage. | Date of opening for public traffic. |
|---|---|---|---|
| | | Miles. | |
| 8 (*f*) | **Nowshera-Dargai—** | | |
| | (*2'6" gauge*). | | |
| | Nowshera to Dargai . . . . . | 40·44 | |

**DIX 7**—*continued.*



*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The permanent-way consists of flat-footed steel rails, 35lb. to the yard, laid on deodar sleepers and fully ballasted. The country is easy, the ruling gradient being 1 in 100 and the sharpest curve 12° or 477′ radius.<br>The only important engineering works are the bridges over the Bhagiara and Lakhora nullas.<br>The former consists of one span of nearly 100′, one of 60′ and one of 40′; the latter of two of nearly 100′ and two of 40′.<br>The line is not fenced. | |

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | Miles. | Total mileage. | Date of opening for public traffic. | Miles. |
|---|---|---|---|---|---|
| 7(*a*) | **Oudh and Rohilkhand—** | | | Moghal Sarai to 3·25 mile 22-12-62 | 3·25 |
| | (*5′ 6″ gauge*). | | | From 3·25 miles south of the Dufferin bridge to the Benares Ganges station . 1-10-87 | 4·25 |
| | *Main line—* | | | From the Benares Ganges station to Benares Cantonment 18-6-83 | 1·50 |
| | Starting from the East Indian railway Junction at Moghal Sarai, the main line up to the 1st December 1894 passed through Benares Cantonment, Jaunpur, Fyzabad, Bara Banki, Lucknow (junction for Cawnpore), Sháhjahánpur, Bareilly, Chandausi (junction for Aligarh), Moradabad and Roorkee and joined the North Western State railway at Saháranpur Junction. On the 1st December 1894 the main line was diverted to the chord between Bareilly and Moradabad *viâ* Rámpur, shortening the through route between Moghal Sarai and Saháranpur by 14·43 miles, Chandausi being placed on the loop line. | | | Benares Cantonment to Rae Bareli . . . . 4-4-98 | 138·36 |
| | | | | Lucknow to Rae Bareli— | |
| | | | | For goods traffic . 18-10-93 } | 48·56 |
| | | | | For passenger traffic. . 26-10-93 } | |
| | | | | Lucknow to Sandíla . . 1-2-72 | 30·00 |
| | | | | Sandíla to Hardoi . . 15-7-72 | 33·00 |
| | | | | Hardoi to Sháhjahánpur . 1-3-73 | 39·00 |
| | | | | Sháhjahánpur to Farídpur . 8-9-73 | 32·00 |
| | | | | Farídpur to Bareilly . { 1-11-73 / 2-12-73 } | 13·00 |
| | | | | Bareilly to Moradabad (chord line *viâ* Rámpur) . . 8-6-94 | 56·07 |
| | | | | Moradabad to Nagina . . 8-10-84 | 47·25 |
| | | | | Nagina to Najíbabad . . 1-4-85 | 13 70 |
| | | | | Najíbabad to Saháranpur . 1-1-86 | 58·25 |
| | | | | | 518·19 |
| | | | 518·19 | *Loop lines—* | |
| | | | | Bareilly to Ukka . . 22-12-73 | 5·00 |
| | | | | Ukka to Aonla . . . 1-1-73 | 11·00 |
| | | | | Aonla to Chandausi . . 10-6-73 | 27·00 |
| | | | | Chandausi to Moradabad . 28-10-72 | 27·50 |
| | | | | | 70·50 |
| | *Loop lines—* | | | Benares Cantonment to Sháhganj . . . . 5-1-74 | 56·03 |
| | Bareilly to Moradabad, *viâ* Chandausi | 70·50 | | Sháhganj to Bilwái . . 1-5-74 | 7·00 |
| | Benares Cantonment to Lucknow *viâ* Fyzabad . . . . . | 199·03 | 269·53 | Bilwái to Málipur . . . 17-4-74 | 9·00 |
| | | | | Málipur to Akbarpur . . 2-3-74 | 12·00 |
| | | | | Akbarpur to Fyzabad . . 10-6-73 | 36·00 |
| | | | | Fyzabad to Bara Banki . 25-11-72 | 62·00 |
| | | | | Bara Banki to Lucknow . 1-1-72 | 17·00 |
| | | | | | 199·03 |
| | *Branches—* | | | *Branches—* | |
| | Moradabad to Gháziabad . . . | 86·77 | | Moradabad to Gajroula . 1-4-00 | 33·40 |
| | Ránupáli Junction (126·75 miles from Moghal Sarai) to the right bank of the Gogra river at Ajodhya ghát (*Ajodhya ghát branch*) . . . | 3·22 | | Gajroula to Gháziabad . 25-11-00 | 53·37 |
| | Bara Banki Junction (191 miles from Mogal Sarai) to Bahramghat (*Bahramghat branch*) . . . . . | 21·52 | | | 86·77 |
| | Lucknow Junction (208 miles from Moghal Sarai) to the East Indian railway at Cawnpore (*Cawnpore branch*) . . | 45·45 | | Ránupáli to Ajodhya ghát . 15-11-86 | 3·22 |
| | | | | *Bahramghat branch—* | |
| | | | | Bara Banki to Bahramghat . 20-11-72 | 21·52 |
| | | | | Lucknow to Cawnpore . 23-4-67 | 42·00 |
| | Chandausi Junction (398 miles from Moghal Sarai) to the East Indian railway at Aligarh (*Aligarh branch*) . | 60·60 | | Left bank Ganges to Junction with the East Indian railway at Cawnpore . 15-7-75 | 3·22 |
| | | | | Passgenger approach to the East Indian railway at Cawnpore . . . . 21-2-88 | 0·23 |
| | | | | | 45·45 |
| | Lhaksar junction (498 miles from Moghal Sarai *viâ* the chord line) to Hardwar (*Hardwar branch*) . . . . . | 17·06 | | Aligarh to Rájghat . . 1-2-72 | 30·12 |
| | | | | Rájghat to Chandausi . . 28-10-72 | 30·48 |
| | | | | | 60·60 |
| | Carried over . | 234·62 | 787·72 | Carried over | 1,005 28 |

**DIX 7—*continued.***



***on the 31st December 1900, alphabetically arranged.***

**it has not been possible to bring this statement fully up to date.**

| Details of construction. | REMARKS. |
|---|---|
| Land is taken up for a double line, but the formation is for a single way; between Lucknow and Bara Banki (late Nawabganj) the masonry of bridges is constructed for a double line.<br>The permanent-way at first adopted for the system was a 60 lb. iron rail, laid partly on cast-iron oval bowl, and partly on wrought-iron saddle-back, sleepers.<br>The Cawnpore branch wich was originally laid with 36 lb. iron rails on corrugated iron pressure plates was afterwards relaid with 61b. iron on cast-iron bowls. These have since been entirely removed and have been replaced 19·80 miles by 60 lb. and 25·40 miles by 75 lb. steel rails on deodar and sál sleepers, all but 0·25 mile.<br>Up to 1889 the original iron rails had been replaced by 60 lb. steel rails, and since 1889 all renewals have been made with 75 lb. steel rails of the Indian State Railway pattern.<br>On the northern extension, from Moradadad to Saháranpur and the Hardwar branch (with the exception of 0·03 mile laid with 90 lb. iron rails), 75 lb. steel rails were originally laid on steel bowls. Renewals of sleepers are made either with steel bowls still in stock or with cast-iron bowls locally made.<br>The Rae Bareilly-Benares branch is constructed for a single line, and is used as chord between Benares Cantonment and Lucknow and forms the main line between these two stations. The works generally are light, the largest bridges being— | The branch from Lucknow to Cawnpore was commenced in January 1864. Like the Nalháti and Azímganj lines, this branch was begun under subsidy by the Indian Branch Railway Company, but a guarantee was subsequently granted.<br>In 1880 the company was relieved from its obligation under original contract to make a line of railway from Buxar to Akbarpur, and it was agreed that in lieu thereof the company should construct a bridge over the Ganges at Benares and should form a junction with the East Indian railway at Moghal Sarai. The work was started in 1881, and the Dufferin bridge over the Ganges was opened for traffic on the 1st October 1887. The Oudh and Rohilkhand railway at the same time took over the Benares branch of the East Indian railway between Moghal Sarai Junction station and the Dufferin bridge.<br>Sanction to the construction of the Lucknow-Rae Bareli-Jaunpur line was given on the 5th August 1891. The section from Lucknow to Rae Bareli was opened for traffic in October 1893.<br>The construction of the Moradabad-Saháranpur extension was sanctioned on the 29th August 1881, and the Oudh and Rohilkhand Railway Company commenced the work for Government pending negotiations as to its incorporation in the general system of that company.<br>The Bareilly-Rámpur-Moradabad line was sanctioned for construction on the 4th December 1891, and on its opening was treated as a part of the main line, the original line *viâ* Chandausi being regarded as a Loop.<br>The inclusion of the Roorkee-Hardwar line in the extension was sanctioned on the 17th February 1883, but this route was subsequently abandoned in favour of that from Lhaksar to Hardwar, sanction to which was given on 15th May 1883.<br>Sanction to the construction of the Moradabad line and Hardwar branch as an integral part of the company's undertaking was given on the 10th September 1883. |

| | | | |
|---|---|---|---|
| Sai | 4 | spans of | 100 feet. |
| Chamoor | 4 | ,, | 60 ,, |
| Bakli | 3 | ,, | 60 ,, |
| Burna | 6 | ,, | 40 ,, |
| Murna | 3 | ,, | 40 ,, |
| Mile 76 | 5 | ,, | 20 ,, |
| Naia Nala I | 2 | ,, | 40 ,, |
| Naia Nala II | 2 | ,, | 40 ,, |
| Rammaga | 2 | ,, | 40 ,, |
| Naia | 1 | ,, | 40 ,, |
| Spill | 3 | ,, | 20 ,, |

Besides these, there are a number of smaller bridges and numerous irrigation drains.
The line is fenced with wire and stone posts.
The ruling gradient is 1 in 500 and sharpest curve is 2,865 feet.
The permanent-way consists of flat-footed steel rails 75 lb. to the yard and transverse sál wood sleepers.
The ballast is of kunkur throughout and is obtained locally.
The permanent-way for the Bareilly-Rámpur-Moradabad railway (now a part of the main line) is 75 lb. steel rails of the Indian Sate Railway pattern, laid on steel trough sleepers.
The whole of the Aligarh branch has been relaid with 60 lb. steel rails and with 4 miles of steel sleepers, the remainder being pots. On the Bahramghat branch all the rails are 60 lb. iron with 4 miles of wrought-iron saddle sleepers, the rest being of wood. The Ajodhya ghát branch is laid with 60 lb. steel rails and with steel sleepers.

Sanction to the construction of the Ajodhya ghát branch was given on the 16th December 1884.

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**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class : No. | Name of line and mileage sanctioned. | | Total mileage. | Date of opening for public traffic. | | |
|---|---|---|---|---|---|---|
| | | Miles. | Miles. | | | Miles. |
| 7 (*a*) | **Oudh and Rohilkhand**—*concld.* | | | Brought forward . | | 1,005·28 |
| | (*5′ 6″ gauge*). | | | | | |
| | Brought forward . . | 234·62 | 787·72 | *Branches*—concld. | | |
| | *Branches*—concld. | | | *Hardwar branch*— | | |
| | Najibabad Junction (472·02 miles from Moghal Sarai *vid* the chord line) to the right bank of the Koh river opposite Kotdwára (*Kotdwára branch*) . | 15·19 | 249·81 | Lhaksar Junction to left bank Ganges canal near Jawálapur . . | 1-1-86 | 13·53 |
| | | | | Left bank Ganges canal near Jawálapur to Hardwar . . . | 20-8-86 | 3·53 |
| | | | | | | 17·06 |
| | | | | *Kotdwára branch*— | | |
| | | | | Najibabad Junction to the right bank of the Koh river opposite Kotdwára . . | 24-12-96 | 15·19 |
| | TOTAL . | | 1,037·53 | TOTAL OPEN MILEAGE . | | 1,037·53 |
| | | | Miles. | | | Miles. |
| 10 (*i*) | **Pálanpur-Deesa**—<br>(*3′ 3⅜″ gauge*).<br>Pálanpur (496·75 miles from Delhi on the Rajputana-Malwa railway) to the cantonment of Deesa . . . . . | | 17·28 | Pálanpur to Deesa—<br>For goods traffic . 8-11-93<br>For passenger traffic 25-11-93 | | 17·28 |

**DIX 7—*continued.***

***on the 31st December 1900, alphabetically arranged.***

**It has not been possible to bring this statement fully up to date.**

## Details of construction.

The length of permanent-way of the different types as existing on 31st December 1899 is shown in the following table.

*Rails.*

| Locality. | 60 lb. flat-footed iron rail. | 60 lb. flat-footed steel rail. | 75 lb. flat-footed Indian State railway steel rail. | 75 lb. flat-footed Oudh and Rohilkhand railway pattern steel rail. | Total. |
|---|---|---|---|---|---|
| | Miles. | Miles. | Miles. | Miles. | Miles. |
| Main line including the chord from Benares to Lucknow | 0·03 | 0·57 | 398·12 | 119·47 | 518·19 |
| Loop line Benares to Lucknow | 0·49 | 34·95 | 163·59 | ... | 199·03 |
| Loop line Bareilly to Moradabad | 28·67 | 36·41 | ... | 5·42 | 70·50 |
| Ránupáli to Ajodhya ghát | 0·51 | 2·71 | ... | ... | 3·22 |
| Lucknow to Cawnpore | 0·25 | 19·80 | 25·40 | ... | 45·45 |
| Barabanki to Bahramghat | 21·52 | ... | ... | ... | 21·52 |
| Chandausi to Aligarh | ... | 60·60 | ... | ... | 60·60 |
| Najibabad to Kotdwara | 15·06 | 0·13 | ... | ... | 15·19 |
| Lhaksar to Hardwar | 0·03 | 0·05 | ... | 16·98 | 17·06 |
| Total | 66·56 | 155·22 | 587·11 | 141·87 | 950·76 |

*Sleepers.*

| Cast-iron oval bowl, and plate. | Wrought-iron saddle. | Steel McLellan and Smith's patent. | Steel trough. | Wooden. | Total. |
|---|---|---|---|---|---|
| Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| 349·86 | 59·62 | 203·10 | 92·43 | 235·75 | 9,050·76 |

There are four kinds of ballast in use on the line, *viz.*, sand or earth with a covering of broken brick or kunker, kunker, stone, and shingle.

The permanent-way for the Lucknow-Rae Bareli line is 75 lb. steel rails of the Indian State railway pattern, laid partly on deodar and partly on steel trough sleepers.

The line, with the exception of 19 miles, is fenced throughout with wire fencing.

There are no gradients so steep as 1 in 100 or curves under a radius of 1,000 feet.

With the exception of 0·50 mile laid with 60 lb. steel rails, the permanent-way for the Kotdwara branch consists of second-hand 60 lb. iron rails laid partly on cast-iron oval bowl and partly on wrought-iron saddle back sleepers removed from the main line.

The ruling gradient on this branch is 1 in 100, of which there are five in number situated between miles 5 and 15 and aggregate 2·84 miles in length.

There are no curves under a radius of 1,000 feet.

This line is constructed for a single track with substructure suitable for 5′ 6″ gauge.

The rails are iron, 40lb. to the yard, laid on Denham-Olphert's cast iron sleepers or on steel dish cover sleepers taken from the main line.

The line traverses an easy country, and there have been no engineering difficulties.

The line is well-ballasted to a full section, shingle being used on the Deesa end, and broken line stone ballast at the Pálanpur end.

The entire length with the exception of a little wire fencing at mile 2 is fenced with cactus.

There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.

The ruling gradient on the line is 1 in 150 and aggregates 8·58 miles in length.

## Remarks.

Sanction to the construction of the Kotdwára branch, which will serve the military station of Lansdowne, was accorded in October 1895.

A tramway, constructed at the expense of Messrs. Carew & Co., connects the Rosa Sugar Factory with Rosa station on the Oudh and Rohilkhand State railway. This tramway is 3·25 miles long and is worked by manual power. It is used for goods traffic only. The Powayan steam tramway joins the Oudh and Rohilkhand State railway at Sháhjahánpur, 4½ miles from Rosa station.

The Oudh and Rohilkhand railway was acquired by the State from the late guaranteed company on the 1st January 1889.

Orders for construction of the Rae Bareli-Benares line were issued in October 1895. Work commenced in December of the same year, and on its opening was treated as part of the main line.

The line was sanctioned for construction on the 22nd March 1892.

The Pálanpur Darbar provided the land free and contributed the sum of Rs. 1,85,000. The Government of India provided the money required to construct the line, and stores from stock so far as available. The latter has also to provide such capital for improvements and additions to the open line as may, from time to time, be necessary.

The branch line is maintained and worked by the Bombay, Baroda and Central India Railway Company, under an agreement, the terms of which will be found in Appendix S to Part II of the Railway Administration Report for 1893-94.

Appendix 7.
History of Railways.

APPEN

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of the line and mileage sanctioned. | Total mileage. | Date of opening for public traffic. |
|---|---|---|---|
| | | Miles. | Miles. |
| 10 (*l*) | **Petlad-Cambay—** | | |
| | (*5' 6" gauge*). | | |
| | Petlad to Cambay . . . . . | 20·75 | |
| 24 (*d*) | **Pondicherry—** | | |
| | Left bank of the Gingee river (French frontier) or (16·48 miles from Villupuram on the Pondicherry branch. South Indian railway) to Pondicherry . . . . . | 7·85 | Left bank of the Gingee river to Pondicherry . . . . 15-12-79 7·85 |
| 4 (*b*) | **Raipur-Dhamtari—** | | Miles. |
| | (*2' 6" gauge*). | | *Raipur to Kurud—* |
| | Miles. | | For goods traffic . . . 10-9-00 31·50 |
| | Raipur (187·52 miles from Nágpur) to Dhamtari . . . . . 45·74 | | *Kurud to Dhamtari—* |
| | *Branch—* | | For goods traffic . . . 17-12-00 14·24 |
| | Abhanpur (17·00 miles from Raipur) to Rajim (*Rajim branch*) . . . 10·50 | | *Branch—* |
| | | | Abhanpur to Rajim— |
| | TOTAL . | 56·24 | For goods traffic . . 15-11-00 10·50 |
| | | | Total open mileage . . 56·24 |
| 10 (*k*) | **Rajpipla—** | | Miles. |
| | (*2' 6" gauge*). | | Anklesvar to Raj-Párdi . 1-7-97 19·03 |
| | Anklesvar [198 miles from Bombay (Colába) on the Bombay, Baroda and Central India railway] *vid* Raj-Párdi to Nandod . . . . | 37·37 | Raj-Párdi to Umalla . . 19-1-99 4·95 |
| | | | Umalla to Amletha . . 1-6-99 7·85 |
| | | | Amletha to Nandod . . 20-7-99 5·54 |
| | | | TOTAL OPEN MILEAGE . 37·37 |

**DIX 7—*continued.***

***on the 31st Decembr 1900, alphabetically arranged.***

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The ruling gradient is 1 in 200 of which there are 2 in number aggregating 1·10 miles in length. There are no curves under a radius of 1,433 feet.<br>The permanent-way will consist of 66½lb. flat-footed steel rails on creosoted pine sleepers and gravel ballast. The line will not be fenced except round station yards. | The line will be constructed and worked by the Bombay, Baroda and Central India Railway Company on behalf of the Baroda and Cambay Durbars, who will provide funds for its construction. |
| The line is single and is laid with 40lb. iron rails on wooden sleepers except on the approaches to and over the Gingee bridge, where 50lb. bull-headed steel rails on pot sleepers and 56lb. flat-footed steel rails have been respectively adopted.<br>There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet. | This line was undertaken by the Pondicherry Railway Company, Limited, under a concession made by the French Government. It was sanctioned for construction in June 1878.<br>This line is worked and maintained by the South Indian Railway Company under an agreement. The terms of working to be found in Appendix Q to Part II of the Railway Administration Report for 1890-91 have been renewed,—*vide* Appendix Z to Part II of the Railway Administration Report for 1894-95. |
| The line will be laid with 31lb. flat-footed steel rails and timber sleepers. | The survey was ordered in September 1896 and completed in March 1897. Construction of portions of the line finally surveyed was sanctioned on the 3rd March 1897.<br>The line forms an integral part of the Bengal-Nágpur railway. |
| The line is laid with 41¼lb iron rails on half round jungle teak sleepers with sand ballast. The width at formation level is 12 feet. There is one bridge of 5 spans and one of 4 spans of 60 feet, three of 2 spans of 60 feet each, two of 2 spans of 40 feet, one of 1 span of 40 feet, one of 3 spans of 30 feet and 2 of 3 spans of 20 feet, beside a large number of minor bridges.<br>There are no bridges specially constructed for cart traffic, but carts use some of the nullahs to pass under the line.<br>There is no fencing except in the station yards.<br>There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.<br>The ruling gradient is 1 in 150, of which there are 8 in number, aggregating 5·34 miles in length, on the open line. The lengths and situations of the ruling gradient 1 in 150 are as under : | This line is owned by the State of Rajpipla, but constructed, worked and maintained by the Bombay, Baroda and Central India Railway Company under an agreement, the terms of which will be found in Appendix CC to Part II of the Railway Administration Report for 1897-98.<br>Orders for the survey of the line issued in April 1893, and the construction of the section from Anklesvar to Raj-Párdi was provisionally sanctioned in October 1894. Work commenced in April 1895 and was completed in June 1897.<br>The Raj-Párdi-Nándod section was sanctioned for construction in February 1898, completed in July 1899 and opened in November 1899. |

| Section of Line. | No. of gradient. | Length of gradient. |
|---|---|---|
| Anklesvar—Raj-Párdi | 3 | 3·12 |
| Raj-Párdi—Umalla | 2 | 1·31 |
| Umalla—Nándod | 3 | 0·91 |

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**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | Total mileage. | Date of opening for public traffic. |
|---|---|---|---|
| | | Miles. | Miles. |
| 8 (c) | **Rajpura-Bhatinda—** | | |
| | *(5' 6" gauge).* | | Rájpura to Patiála . . 1-11-84 15·77<br>Patiála to Bhátinda . . 13-10-89 91·28 |
| | Rájpura (179 miles from Delhi on the North Western State railway, main line) *viâ* Patiála to Bhátinda . . . | 107·05 | Total open mileage 107·05 |

*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The country traversed is eminently favourable. The line is practically a surface one, for a single track, with steel rails, 68lb. to the yard, laid on deodar sleepers, from Rájpura to Patiála; and with 75lb. flat-footed steel rails, laid on deodar sleepers, from Patiála to Bhátinda.<br>The sharpest curve is of a radius of 1,146 feet, and the steepest gradient is 1 in 250.<br>The line is fenced from Rájpura to Patiála only. | The line from Rájpura to Patiála was sanctioned on the 7th December 1883, and was constructed by the late Sind, Punjab and Delhi Railway Company at the expense of the Patiála Darbar.<br>The extension to Bhátinda was surveyed in 1887, and construction was commenced in April 1888.<br>The line is worked and maintained by the North Western State railway under an agreement, the terms of which will be found in Appendix V to Part II of the Railway Administration Report for 1892-93. |

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | | Total mileage. | Date of opening for public traffic. | |
|---|---|---|---|---|---|
| | | Miles. | Miles. | | Miles. |
| 10 (*f*) | **Rajputana-Malwa—** | | | Jumna east bank to Agra cantonment . . . . 1-1-76 | 3·07* |
| | (*3′ 3⅜″ gauge*). | | | | |
| | Junction of East Indian railway, Agra (Jumna east bank), to the limit of Agra cantonment . | | 3·07* | RAJPUTANA SECTION. | |
| | RAJPUTANA SECTION. | | | *Main line—* | |
| | *Main line—* | | | Delhi to Rewári— | |
| | Delhi to Bándikui (junction with the Agra branch) . 135·25 | | | For salt traffic only . 14-2-73 } For passenger traffic . 1-7-73 } | 51·25 |
| | Bándikui to Ajmer . . 139·75 | | | Rewári to Alwar . . 15-9-74 | 46·25 |
| | Ajmer, east of Abu, and through Pálanpur to Ahmedabad on the Bombay, Baroda and Central India railway 304·75 | | | Alwar to Bándikui . . 7-12-74 | 37·75 |
| | | 579·75 | | Bándikui to Dausa . . 20-4-74 | 17·75 |
| | | | | Dausa to Jaipur . . 12-10-74 | 38·00 |
| | | | | Jaipur to Phulera . . 1-3-75 | 34·25 |
| | | | | Phulera to Ajmer . . 1-8-75 | 49·75 |
| | | | | Ajmer to Beáwar . . 15-5-78 | 32·25 |
| | | | | Beáwar to Haripùr . . 12-8-79 | 21·00 |
| | | | | Haripúr to Sojat Road . 20-10-80 | 20·50 |
| | | | | Sojat Road to Pálanpur . 1-1-81 | 148·00 |
| | | | | Pálanpur to Ahmedabad . 15-11-79 | 83·00 |
| | | | | | 579·75 |
| | *Branches—* | | | *Farukhnagar salt branch—* | |
| | Garhi Harsaru Junction (25·25 miles from Delhi) to Farukhnagar (*Farukhnagar salt branch*) . . . . | 7·75 | | For salt traffic only . 14-2-73 } For passenger traffic . 1-7-73 } | 7·75 |
| | Bándikui to Agra fort (*Agra branch*) . . . . | 94·64† | | Bándikui to Bhurtpore . 20-4-74 | 60·50 |
| | Agra fort to Jumna east bank. | 1·50 | | Bhurtpore to Agra fort— | |
| | Phulera Junction (183·50 miles from Agra) to Sámbhar (*Sambhar lake salt branch*) | 4·50 | | For goods traffic . . 11-8-73 } For passenger traffic . 20-10-73 } | 34·14† |
| | Extension of Sámbhar branch to Japog . . . . | 4·50 | | Agra fort to Jumna east bank . . . . 1-1-76 | 1·50 |
| | Extension of Sámbhar branch across the lake to Gudha, and thence *vid* Kuchámán Road to Jhowra . . | 17·00 | | Sámbhar lake salt branch . 1-3-75 | 4·50 |
| | Kankaroola siding . . | 1·25 | | Japog extension . . Oct. 76 | 4·50 |
| | Additional salt sidings in the Sámbhar lake . . . | 5·02 | | Extension of Sámbhar branch to Jhowra . . 20-12-79 | 17·00 |
| | | 136·16 | 715·91 | Kankaroola siding . . 15-2-81 | 1·25 |
| | | | | Additional salt sidings in the Sámbhar lake . . 1-9-91 | 5·02 |
| | | | | | 136·16 |
| | | | | TOTAL RAJPUTANA SECTION . | 715·91 |
| | | | | DOUBLE-RAJPUTANA SECTION. | |
| | | | | Agra fort to Agra Cantonment— | |
| | | | | For goods traffic . . 11-8-73 } For passenger traffic . 20-10-73 } | 1·14 |
| | Carried over . | | 3·07 | Carried over . | 3·07 |
| | | | 715·91 | | 715·91 |

* These 3·07 miles are laid on both the 5′ 6″ and 3′ 3¾″ gauges except on the Jumna bridge, where a mixed gauge is laid.
† Of this length, 1·14 miles are double.

**DIX 7—*continued.***

*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The line is constructed for a single track. Sufficient land has been taken up to admit of another track being laid, if necessary, hereafter.<br>The rails originally used were 36lb and 40lb to the yard, laid on transverse, deodar and creosoted pine sleepers. The 36lb iron rails have nearly all been replaced by 41½lb steel rails. For future renewals it has been decided to still further increase the weight of rails to a 50lb. section, which has already been used in relaying 544½ miles of the length between Delhi and Ahmedabad. | The dates of orders for survey and construction are as follows:—<br>*Dates for survey.*<br>Delhi and Agra to Nusseerabad . . . . 17-5-69<br>Ajmer to Ahmedabad . . . . . 1-11-72<br>Khandwa to Indore . . . . . 8-4-70<br>Indore to Neemuch . . . . . 6-3-71<br>Neemuch to Nasirabad . . . . . 3-11-71<br>Rewári to Hissar . . . . . 10-3-81<br>Hissar to Ferozepore . . . . . 13-9-81 |
| The ruling gradient on the Farukhnagar salt, Sambhar and Agra branches is 1 in 150 and aggregates 0·20 and 0·70 mile and 3·19 miles in length, respectively.<br>The creosoted half-round pine sleepers with which the road was first laid are being renewed with deodar sleepers.<br>The chief works on the Rajputana line are the Bánganga, Shallas, Dhúnd, Amanishah and Jumna bridges, and the descent of the Aravally range west of Ajmer.<br>The total length of line fenced on the Rajputana section is 658 miles, or three-fourths of the whole section.<br>The length and situation of the portions of the line on a gradient of 1 in 100, which is the steepest on this section, and particulars of curves under a radius of 1,000 feet are given below: | *Dates for construction.*<br>Delhi Rewári section and Salt branch . . 1-3-70<br>Rewári to Bándikui . . . . . 14-8-72<br>Agra to Phulera . . . . . 20-10-71<br>Phulera to Sámbhar . . . . . 8-4-73<br>Phulera to Ajmere . . . . . 9-4-73<br>Ajmer to Nasirabad . . . . . 14-4-74<br>Sámbhar to Japog . . . . . 14-7-75<br>Ajmer to Nasirabad . . . . . 4-9-76<br>Sámbhar extension to Jhowra and extension of Japog siding . . . . . 15-5-78<br>Khandwa to Indore . . . . . 8-1-72<br>Indore to Rutlam, with branch to Ujjain . . 29-10-73<br>Rutlam to Neemuch . . . . . 5-10-77<br>Neemuch to Nasirabad . . . . . 30-4-79<br>Rewári to Hissar . . . . . 13-9-81<br>Hissar to Ferozepore . . . . . 8-10-82<br>Extension of Ujjain branch to Ujjain City . 6-12-82<br>The Deodani siding, 2 miles, was dismantled in 1891, and the Japog siding was reduced to 4·33 miles in the same year; 5·25 miles of new sidings were also laid and opened for traffic on the 1st September 1891. |

| SECTION OF LINE. | LENGTH OF GRADIENT. | CURVES UNDER A RADIUS OF 1,000 FEET. | |
|---|---|---|---|
| | 1/100 | Length. | Radii. |
| *Main line*— | Miles. | Miles. | |
| East of Ajmer station-yard | 0·14 | ... | ... |
| Between 320·25 and 320·50 miles from Delhi . . | ... | 0·29 | Varying from 882 feet to 955 feet. |
| 418·75 „ „ . | ... | 0·09 | 716 feet. |
| 458·25 „ „ . | ... | 0·19 | 955 „ |
| *Agra branch*— | | | |
| West end of Jumna bridge. | 0·18 | ... | ... |
| *Farrukhnagar branch*— | | | |
| Between miles 2·75 and 7·50 from Garhi Harsaru . . | 2·60 | ... | ... |
| Mile 7·35 „ „ . | ... | 0·21 | 700 feet. |

P. T. O.

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | | | Total mileage. | Date of opening for public traffic. | | |
|---|---|---|---|---|---|---|---|
| | | Miles. | | Miles. | | | Miles. |
| 10 (*f*) | **Rajputana-Malwa**—*contd.* | | | | | | |
| | (*3' 3½" gauge*). | | | | | | |
| | Brought forward . | | | 3·07 | Brought forward . | | 3·07 |
| | | | | 715·91 | | | 715·91 |
| | MALWA SECTION. | | | | MALWA SECTION. | | |
| | *Main line*— | | | | *Main line*— | | |
| | Khandwa (352·75 miles from Bombay on the Great Indian Peninsula railway, north-east line) to Indore . . | 86·94 | | | Khandwa to Sanáwad . | 1-2-74 | 34·25 |
| | | | | | Sanáwad to Mortakka . | 1-4-74 | 3·50 |
| | | | | | Mortakka to Choral . . | 20-1-75 | 20·50 |
| | | | | | Choral to Mhow . . | 1-1-78 | 15·69 |
| | | | | | Mhow to Indore . . | 3-8-76 | 13·00 |
| | | | | | Nerbudda bridge . . | 5-10-76 | ... |
| | Indore *viâ* Fatehabad junction, Rutlam, Jaora and Mandsaur, to Neemuch . | 156·48 | | | Indore to Fatehabad . | 3-8-76 | 25·23 |
| | | | | | Fatehabad Junction to Rutlam . . . | 11-7-78 | 48·75 |
| | | | | | Rutlam to Jaora . . | 25-2-80 | 20·50 |
| | | | | | Jaora to Mandsaur . . | 8-4-80 | 31·75 |
| | | | | | Mandsaur to Neemuch . | 2-7-80 | 30·25 |
| | Neemuch to Ajmer . . | 148·85 | | | Neemuch to Nimbahera . | 10-3-81 | 16·40 |
| | | | | | Nimbahera to Chítorgarh . | 19-3-81 | 17·65 |
| | | | | | Chítorgarh to Nasirabad . | 1-12-81 | 100·65 |
| | | | | | Nasirabad to Ajmer . . | 14-2-76 | 14·15 |
| | | | 392·27 | | | | 392·27 |
| | *Ujjain branch*— | | | | | | |
| | Fatehabad Junction (24·50 miles from Indore) to Ujjain . . . . | 12·00 | | | Fatehabad to Ujjain . | 3-8-76 | 12·00 |
| | Extension of Ujjain branch across the Sipra river to Ujjain city . . . . | 2·88* | | | Ujjain branch extension across the Sipra river to Ujjain city . . . | 1-3-84 | 2·88* |
| | | | 14·88 | 407·15 | | | 14·88 |
| | | | | | TOTAL MALWA SECTION . | | 407·15 |
| | CAWNPORE-ACHNERA SECTION. | | | | CAWNPORE-ACHNERA SECTION. | | |
| | *Main line*— | | | | *Main line*— | | |
| | Cawnpore (683·50 miles from Howrah, *viâ* the chord line, on the East Indian railway) to Farukhabad . . . | 86·01 | | | Cawnpore to Kanauj . | 15-12-80 | 49·51 |
| | | | | | Kanauj to Farukhabad . | 1-2-81 | 36·50 |
| | Farukhabad to Háthras Road Junction . . . . | 101·00 | | | Farukhabad to Kásganj . | 14-4-84 | 67·00 |
| | | | | | Kásganj to Háthras . . | 1-7-84 | 34·00 |
| | Háthras Road station (856·75 miles from Howrah on the East Indian railway) to the left bank of the Jumna opposite Muttra . . . | 29·00 | | | Háthras to Muttra . . | 19-10-75 | 29·00 |
| | Jumna bridge and approaches | 1·00 | | | Jumna bridge . . . | 1-7-84 | 1·00 |
| | | | | | Muttra to Achnera . . | 7-11-81 | 22·33 |
| | Right bank of the Jumna at Muttra to Achnera, a station on the Rajputana section, 16 miles from Agra . | 22·33 | | | | | |
| | | | 239·34 | | | | 239·34 |
| | Carried over . | | | 3·07 | Carried over . | | 3·07 |
| | | | | 1,123·06 | | | 1,123·06 |
| | | | | 239·34 | | | 239·34 |

* Includes a 10 miles 5' 6" gauge line from Sipra Junction to Station opened in 1899.

**DIX 7—*continued.***

***on the 31st December 1900, alphabetically arranged.***

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The ruling gradient on the Dehli-Ahmedabad section is 1 in 150 and aggregates 92·70 miles in length.<br>The principal works on the Holkar railway are the ascent of the Vindhya range and the bridge over the Nerbudda river. The latter consists of 14 spans of 60 metres. The works generally are heavy.<br>With the exception of the bridging, the works on the Sindia-Neemuch section are light.<br>The Sipra bridge consists of 6 spans of 150-foot girders, state railway type, laid on masonry piers. The girders of this bridge are being altered from 3′ 3⅜″ to 5′ 6″ gauge.<br>The Malwa section is generally unfenced, except on the ghâts between Mhow and Kalakund and at stations.<br>The following statement shows the length and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet on this section: | The Maharaja Holkar lent the British Government one hundred lakhs of rupees at 4½ per cent. per annum for the construction of the Khandwa-Indore section, and is entitled to a moiety of surplus profits.<br>The Maharaja Sindia lent the British Government seventy-five lakhs of rupees at 4 per cent. per annum for the construction of the Indore-Neemuch section and the branch to Ujjain. |

| SECTION OF LINE. | LENGTH OF GRADIENTS. | | | CURVES UNDER A RADIUS OF 1,000 FEET. | |
|---|---|---|---|---|---|
| | 1 in 40 | 1 in 60 | 1 in 100 | Length. | Radii. |
| *Main line*— | Miles. | Miles. | Miles. | Miles. | |
| Between 322 and 323 miles from Ajmer | ... | ... | 0·59 | ... | ... |
| ,, 323 and 326·66 ,, ,, | 3·43 | ... | ... | ... | ... |
| ,, 326·66 and 326·86 ,, ,, | ... | 0·20 | ... | ... | ... |
| ,, 326·86 and 386 ,, ,, | ... | ... | 15·20 | ... | ... |
| ,, 323 and 342 ,, ,, | ... | ... | ... | 3·68 | Varying from 600 feet to 900 feet. |
| *Ujjain branch*— | | | | | |
| Between 0 and 0·31 mile from Fatehabad . . . . | ... | ... | ... | 0·31 | 955 feet. |

| | |
|---|---|
| The ruling gradient on the Khandwa-Ajmer section and Ujjain branch is 1 in 150 and aggregates 53·84 and 26·40 miles in length, respectively. | |
| The Cawnpore-Farukhabad section is constructed for a single track, and is laid with iron rails 40lb. to the yard.<br>The line from Farukhabad to Háthras Road has been laid with 41½lb Bessemer steel rails.<br>The Háthras-Muttra line is laid for a single track and for 22 miles borders on the metalled road. Rails, 30lb to the yard were originally laid on transverse sleepers of deodar. There are no works of any magnitude on this section. It has been relaid with 41½lb steel rails.<br>The bridge over the Jumna consists of 7 spans of 150 feet on stone piers.<br>The Muttra-Achnera section has been laid with steel rails 41½lb to the yard.<br>The Cawnpore-Achnera section is partially fenced, and the fencing is chiefly confined to one side of the line between Cawnpore and Farukhabad and between Háthras City and Muttra Cantonment. There are a few miles of double fencing at stations. | The orders for survey of the Cawnpore-Farukhabad section issued on the 27th November 1877, and for construction on the 13th October 1878.<br>The construction of the extension from Farukhabad to Háthras Road was sanctioned on the 13th July 1882.<br>The section from Cawnpore to Kanauj was opened in December 1880 for local traffic only, and the entire line for public traffic in February 1881, a temporary bridge over the Kali Nadi being provided. This temporary bridge was replaced by a permanent one in 1881.<br>The construction of the Brahmávart branch was sanctioned on the 18th March 1884 and of the Soron branch on the 16th March 1883.<br>The survey of the line from Háthras to Muttra was ordered on the 2nd March 1874, and that from Muttra to Achnera on the 5th March 1878. The construction of the former section was ordered in April 1874, of the latter in February 1880, and of the bridge over the Jumna in July 1882. |

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | | Total mileage. | Date of opening for public traffic. | | |
|---|---|---|---|---|---|---|
| | | Miles. | Miles. | | | Miles. |
| 10 (*f*) | **Rajputana-Malwa**—*concluded.* | | | | | 3·07 |
| | (*3′ 3⅜″ gauge*). | | | Brought forward | | 1,123·06 |
| | Brought forward | 239·34 | 3·07 | | | 239·34 |
| | | | 1,123·06 | *Branches*— | | |
| | CAWNPORE-ACHNERA SECTION—*concld.* | | | Brahmávart branch | 10-11-85 | 5·00 |
| | *Branches*— | | | Soron branch | 4-1-85 | 9·00 |
| | Mandhana to Brahmávart (*Brahmavart branch*) | 5·00 | | Brindaban branch | 26-8-89 | 7·32 |
| | Kasganj (153·75 miles from Cawnpore city) to Soron (*Soron branch*) | 9·00 | | | | 21·32 |
| | Muttra to Brindaban (*Brindaban branch*) | 7·32 | | | | |
| | | 21·32 | 260·66 | TOTAL CAWNPORE-ACHNERA SECTION | | 260·66 |
| | REWARI-FEROZEPORE RAILWAY. | | | REWARI-FEROZEPORE RAILWAY. | | |
| | *Main line*— | | | *Main line*— | | |
| | Rewári (51·25 miles from Delhi *viâ* Hissar, Sirsa, Bhátinda, and Faridkot) to Kot Kapura | 212·77 | | Rewári to Hissar— | | |
| | *Fazilka branch*— | | | For goods traffic | 20-3-83 | 89·00 |
| | Kot Kapura (212·50 miles from Rewári) to Fázilka | 50·00 | | For passenger traffic | 1-5-83 | |
| | | | 262·77 | Hissar to Sirsa— | | |
| | | | | For goods traffic | 1-1-84 | 50·50 |
| | | | | For passenger traffic | 1-3-84 | |
| | | | | Sirsa to Kot Kapura | 1-10-84 | 73·27 |
| | | | | | | 212·77 |
| | | | | *Fazilka branch*— | | |
| | | | | Kot Kapura to Fázilka | 1-1-85 | 50·00 |
| | | | | TOTAL REWARI-FEROZEPORE RAILWAY | | 262·77 |
| | 5′ 6″ gauge, Ferozepore to Bhatinda | 54·36 | | 5′ 6″ gauge, Ferozepore to Bhatinda— | | |
| | | | | For through traffic | 15-6-99 | 54·36 |
| | TOTAL 5′ 6″ GAUGE | | 54·36 | 5′ 6″ GAUGE | | 54·36 |
| | TOTAL 3′ 3⅜″ GAUGE | | 1,646·49 | TOTAL OPEN MILEAGE — 3′ 3⅜″ GAUGE | | 1,646·49 |
| | TOTAL MIXED GAUGE | | 3·07 | MIXED GAUGE | | 3·07 |

**DIX 7—*continued.***



***on the 31st December 1900, alphabetically arranged.***

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The ruling gradient on the Brahmávart branch is 1 in 150 and aggregates 0·38 mile in length.<br>On this section there are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet. | The principal portion of the earthwork of the Muttra-Achnera section was carried out as a famine relief work in 1878.<br>The construction of the Muttra-Brindaban branch as an integral part of the Cawnpore-Achnera section was sanctioned on the 4th May 1888. Owing to delay in making over the land construction work was not commenced till October 1888.<br>The Cawnpore-Achnera line was leased to the Bombay, Baroda and Central India Railway Company on the 1st October 1886, and is now considered as a part of the Rajputana-Malwa railway. |
| No engineering difficulties were encountered on the Rewári Ferozepore line.<br>The rails are mainly of steel, 41¼lbs. to the yard, laid on deodar and Denham-Olphert's pot sleepers. With the wooden sleepers stone ballast is used, and with the pots, sand with a covering of stone.<br>The country through which the length from Sirsa to Ferozepore runs is exceedingly easy; the line is at present unfenced, except about 110 miles of main line and at stations.<br>The Fázilka branch is laid with 41¼lbs. steel rails and Denham-Olphert's and Molesworth's iron sleepers; the ballast is of sand, without stone covering.<br>On this line there are no gradients so steep as 1 in 100, or curves under a radius of 1,000 feet. | The Rajputana-Malwa railway, of which for the present the Rewári-Ferozepore railway with its branch is to be considered as an integral part, was leased to the Bombay, Baroda and Central India Railway Company from the 1st January 1885. The terms of working will be found in Appendix J to Part II of the Railway Administration Report for 1884-85. A supplemental agreement for working this line and branches and extending the base to the 31st December 1905 will be found in Appendix G to this report.<br>Conversion of the 3′ 3⅜″ gauge line from Ferozepore to Kot Kapura to 5′ 6″ gauge and the construction of the 5′ 6″ gauge line through to Bhatinda was sanctioned in September 1898. |

P. T. O.

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | Total mileage. | Date of opening for public traffic. | |
|---|---|---|---|---|
| | | Miles. | | Miles. |
| 29 (*a*) | **Ranaghat-Krishnagar—** | | Right bank of the Churni river (Aistalaghat) near Rânaghat to Krishnagar . . . 5-4-99 | 20·25 |
| | (*2' 6" gauge*). | | | |
| | Right bank of the Churni river (Aistalaghat) near Rânaghat (45·50 miles from Sealdah) on the Eastern section of the Eastern Bengal State railway to the left bank of the river Jalangi at Krishnagar . . . . . | 20·25 | | |
| 1 (*e*) | **Rewah—** | | | |
| | (*2' 6" gauge*). | | | |
| | Rewah to Sutna . . . . . | 31·81 | | |
| 18 (*a*) | **Rohilkund and Kumaon (Company's section)—** | | | |
| | (*3' 3⅜" gauge*). | | | |
| | Bhojeepura Junction (12·00 miles from Bareilly on the main line) to Kathgodam, at the foot of the Naini Tal hills. . . . . | 53·92 | Bhojeepura to Kathgodam . 12-10-84 | 53·92. |
| 17 (*c*) | **Segowlie-Raxaul—** | | | |
| | (*3' 3⅜" gauge*). | | | |
| | Segowlie to Raxaul . . . . . | 18·09 | Segowlie to Raxaul 1-3-99 | 18·09 |

**DIX 7—*continued.***



*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The permanent-way consists of 25lb. steel rails, Vignole's pattern, and cross sleepers of pyinkado, 9 per rail of 24 feet. The old embankment of the Ránaghat-Bhagwangola railway, started as a famine relief work, has been utilized as far as possible. There are no bridges of over 20 foot span, but some of them are very high so as to provide plenty of waterway during the floods. The sharpest curve is of 600 feet radius and the ruling gradient 1 in 300. The line is ballasted throughout but not fenced. | The line has been constructed by the Ránaghat-Krishnagar Light Railway Company, Limited. It was sanctioned for construction in December 1895.<br>A siding, 1·50 miles long, has been constructed by the Eastern Bengal State railway on the 5′ 6″ gauge, and runs from the Ránaghat station to the left bank of the Churni and connects with the railway, by a ferry worked by the Eastern Bengal State railway.<br>The District Board of Nuddea have guaranteed a net annual profit of Rs. 1,473, limited to a maximum claim of Rs. 28,000 per annum. |
| The ruling gradient is 1 in 73 of which there are two in number, aggregating 0·83 mile in length. | Nearly three-fourths of the earthwork was carried out under the relief work system.<br>The earthwork was stopped when the famine operations ceased. Plans for culverts and bridges have been prepared. Drawings for the permanent-way are under consideration by the East Indian railway authorities. The actual construction of the line has not yet been sanctioned by the Rewah Darbar. |
| The rails are of the 3′ 3⅜″ gauge type, steel, weighing 41¼lbs. to the yard, laid on sál sleepers.<br>From Kathgodam to Haldwani, a distance of 175 chains, there is a continuous descending grade of 1 in 70; from Haldwani to Lalkua it varies from 1 in 80 to 1 in 103; from Lalkua the grade is 1 in 146 for 71 chains, after which it becomes more moderate. The total lengths of gradients of $\frac{1}{81}$ to $\frac{1}{80}$ and $\frac{1}{81}$ to $\frac{1}{100}$ are 4·84 miles and 6·12 miles, respectively.<br>The line is unfenced, except at stations and between Haldwani and Lalkua. | The line was originally projected by certain local capitalists, but was afterwards taken up and completed by a company formed in England.<br>The Government guaranteed 4 per cent. on a maximum capital of £200,000 during the construction of the line or until January 1885. The contract is dated 12th October 1882.<br>This company also works the Lucknow-Bareilly line.<br>The terms of working will be found in Appendix M to Part II of the Railway Administration Report for 1890-91, and Appendix I to this report. |
| The permanent-way consists of 41¼lb. steel rails and sál sleepers. | The construction of the line was sanctioned in October 1896. |

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | Total mileage. | Date of opening for public traffic. | |
|---|---|---|---|---|
| | | Miles. | | Miles. |
| 19 (*c*) | **Shadipalli-Balotra (British section)*—** | | | |
| | (*3′ 3⅜″ gauge*). | | | |
| | Shadipalli to the Jodhpur Frontier . . | †68·49 | Shadipalli to Balotra . . 22-12-00 | 68·49 |
| 12 (*d*) | **Shoranur-Cochin—** | | | |
| | (*3′ 3⅜″ gauge*). | | | |
| | Shoranur (359·50 miles from Madras) to Ernakolum . . . . . | 64·68 | | |
| 1 (*c*) | **South Behar (Luckeeserai-Gya)—** | | | |
| | (*5′ 6″ gauge*). | | | |
| | Luckeeserai to Gya . . . . . | 78·76 | Luckeeserai to Gya . . | 78·76 |

* The native state section of this railway forms an integral part of the Jodhpur section of the Jodhpur-Bikaner railway.

† The mileage given is exclusive of 48·75 miles of the existing Hyderabad-Shadipalli 5′ 6″ gauge railway between Shadipalli and Rahoki Junction to be converted to the 3′ 3⅜″ gauge, as also 6·33 miles of the same railway between Rahoki Junction and Hyderabad on which a separate 3′ 3⅜″ gauge track will be added.

**DIX 7**—*continued.*



*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statment fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The work is light and easy for 36 miles across the Nara Valley. The rest of the length is through heavy sand-hills. | |
| The permanent-way will consist of 41½lb. steel rails, flat-footed, and wooden sleepers, the latter being procured from the State forest.<br>The ruling gradient is 1 in 80 (aggregating 16·40 miles) and the sharpest curve 955 feet radius.<br>The following are the important bridges:<br>Ponnani river . . . 15 Spans. 60′ girders.<br>Palamkutta canal . . 1 60′ ,,<br>Ditto . . . 2 20′ ,,<br>Canal . . . . 1 40′ ,,<br>Karavarcad river . . 2 60′ ,,<br>Kurumali ,, . . 4 60′ ,,<br>Kosurupalam thodu . . 2 40′ ,,<br>Chalakudi river . . 4 80′ ,,<br>Angamali ,, . . 3 60′ ,,<br>Chengal thodu . . 2 40′ ,,<br>Alway river branch . . 3 80′ ,,<br>Alway river . . . 9 80′ ,,<br>Drainage channel . . 1 60′ ,,<br>Edapally ,, . . 1 60′ ,,<br>Backwater canal . . 1 60′ ,,<br>Ditto . . 1 100′ ,, | The survey of this line for a 5′ 6″ gauge line was carried out by the Madras railway in 1894.<br>The re-alignment for a 3′ 3⅜″ gauge line was made by the Madras railway in 1899, and the construction was sanctioned on the 28th April 1899, and the work started in November 1899. |
| The line traverses a comparatively flat country with small isolated rocky hills at intervals.<br>The three most important rivers crossed are the Phulgu (18 spans of 100 feet and 1 span of 30 feet), Soma (3 spans of 60 feet and 30 spans of 30 feet) and the Sukri (16 spans of 60 feet). The waterway is comparatively heavy owing largely to flood water from the Ganges and Sukri having to be passed.<br>The permanent-way is of the East Indian railway standard design with double-headed rails, 75lbs. to the yard, laid half with cast-iron chairs and timber sleepers and half with Denham-Olphert's sleepers.<br>The minimum radius of curve except at the entrance to Gya station is 2,865 feet, and the steepest gradient 1 in 400 compensated.<br>The line is being fenced past villages near the line, around station yards, and for a short distance near each level-crossing.<br>Stone ballast procurable from adjacent hills has been used throughout. | The South Behar line connects with the Moghal Sarai-Gya and Patna-Gya branches of the East Indian railway at Gya, and is worked by the East Indian railway on behalf of the South Behar Company, under an agreement printed in Appendix L, Part II of the Railway Administration Report for 1895-96. |

*P. T. O.*

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | Miles. | Total mileage. | Date of opening for public traffic. | Miles. |
|---|---|---|---|---|---|
| | | Miles. | Miles. | | Miles. |
| 22 (2) | **Southern Mahratta—** (*3′ 3⅜″ gauge*). | | | | |
| | *Main line—* | | | *Main line—* | |
| | Portuguese frontier near Dhárwar *viâ* Guntakal and Nandyál to Tadêpalli. | | 509·97 | Frontier to Castle Rock . 3-2-88 | 3·63 |
| | | | | Castle Rock to Deuli . . 15-6-87 | 2·75 |
| | | | | Deuli to Dhárwár . . 24-1-87 | 56 00 |
| | | | | Dhárwár to Hospet . . 1-7-85 | 101·25 |
| | | | | Hospet to Bellary . . 24-3-84 | 40·51 |
| | | | | Bellary to Guntakal . . 16-5-87 | 29·99 |
| | | | | Guntakal to Nandyál . . 11-7-87 | 90·25 |
| | | | | Nandyál to Cumbum . . 15-6-90 | 63·18 |
| | | | | Cumbum to Tadêpalli . . 3-10-89 | 122·41 |
| | | | | | 509·97 |
| | *Branches—* | | | | |
| | Hubli to Harihar (*Harihar branch*) . | 81·00 | | Hubli to Harihar (temporary station) . . . 18-10-86 | 81·00 |
| | | | | Temporary station to permanent station . . 21-2-89 | |
| | Gadag to Hotgi (*Bijapur branch*) . | 173·08 | | Gadag to Hotgi— | |
| | | | | For goods traffic . . 1-8-84 | 173·08 |
| | | | | For passenger traffic . 15-9-84 | |
| | Londa to Poona (*Poona branch*) . | 277·99 | 532·07 | Londa to Belgaum . . 21-3-87 | 33·00 |
| | | | | Belgaum to Miraj . . 22-12-87 | 85·01 |
| | | | | Miraj to Koregaon . . 2-5-87 | 76·00 |
| | | | | Koregaon to Ghorpuri . . 18-11-86 | 83·07 |
| | | | | Ghorpuri to Poona . . 4-10-90 | 0·91 |
| | | | | | 277·99 |
| | Carried over . | | 1,042·04 | Carried over . | 1,042·04 |

DIX 7—*continued.*

*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | Remarks. |
|---|---|
| The permanent-way is of the ordinary State railway 3′ 3⅜″ gauge type, except for the portion from the Portuguese frontier to Castle Rock which is laid with 62lb. rails. The line is only partially fenced.<br>The following are the large girder bridges.: | The line from Hotgi *vid* Bijápur and Bágalkot to Gadag was commenced as a famine relief work in April 1879. Work on this, and on the Bellary-Hubli section, was again started by Government in November 1881; but from the 1st October 1882 the system was made over to the Southern Mahratta Railway Company.<br>The Bellary branch of the Madras railway from Bellary to Guntakal was made over to the Southern Mahratta Railway Company on the 1st February 1887, and was converted from 5′ 6″ to 3′ 3⅜″ gauge on the 16th May 1887.<br>The Bellary-Kistna railway was sanctioned for construction on the 26th September 1833. It was made over to the Southern Mahratta Railway Company on the 1st January 1888. |

| | Spans. | | Feet. |
|---|---|---|---|
| *Main line—* | | | |
| Hagari | 34 | of | 64 |
| Tungabhadra | 38 | ,, | 60 |
| Burra Nalla | 10 | ,, | 60 |
| Banni Nalla | 9 | ,, | 60 |
| Kondia | 9 | ,, | 60 |
| Dorapillay | 2 | ,, | 40 |
| | 1 | ,, | 20 |
| | 1 | ,, | 100 |
| Doratangi | 3 | ,, | 100 |
| Dorabhani | 2 | ,, | 150 |
| | 1 | ,, | 250 |
| | 1 | ,, | 66½ |
| Budicherla | 6 | ,, | 66½ |
| Gundlacam | 11 | ,, | 60 |
| Mile 439¾ | 8 | ,, | 40 |
| Colair, mile 448 | 8 | ,, | 40 |
| *Harihar branch—* | | | |
| Wardha | 15 | ,, | 60 |
| Tungabhadra | 16 | ,, | 60 |
| *Bijapur branch—* | | | |
| Bhima | 14 | ,, | 150 |
| Gunki | 8 | ,, | 40 |
| Don | 8 | ,, | 100 |
| Kistna | 21 | ,, | 150 |
| Malprabha | 12 | ,, | 100 |
| *Poona branch—* | | | |
| Nira | 12 | ,, | 50 |
| Yerla | 10 | ,, | 60 |
| Kistna | 14 | ,, | 150 |
| Jagnoor | 11 | ,, | 30 |
| Ghatprabha | 45 | ,, | 40 |
| Márkándyae | 5 | ,, | 60 |
| Malprabha | 1 | ,, | 100 |
| | 3 | ,, | 40 |
| | 5 | ,, | 20 |

*Main line—*

The following are the tunnels and covered ways on this line:

| | |
|---|---|
| Bear's rock | 581 feet. |
| Castle rock | 1,356 ,, |
| Covered way | 312 ,, |
| Nulla-Mulla hills | 1,560 ,, |

The Ghât incline for 3·50 miles from the Portuguese frontier has been constructed for a double line up to formation level.

The maximum gradient on the Ghât incline is 1 in 40 and on the rest of the line 1 in 100.

On the Bellary-Kistna section, which is now included in the Southern-Mahratta railway, main line, the ruling gradient is 1 in 100. A tunnel, 523 yards in length, occurs at the Nulla-Mulla hills, the pass through which is 20 miles long and comprises several heavy works. The rest of the line presents no difficulty.

*Poona branch—*

The following are the tunnels and covered ways on this line:

| | |
|---|---|
| Covered way at mile 265½ | 566 feet. |
| Tunnel No. 1 ,, 264¼ | 545 ,, |
| ,, ,, 2 ,, 259½ | 611 ,, |
| ,, ,, 3 ,, 214¼ | 503 ,, |

Appendix 7.
History of Railways.

APPEN

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | Total mileage. | Date of opening for public traffic. | |
|---|---|---|---|---|
| | | Miles. | | Miles. |
| 22 (*a*) | **Southern Mahratta**—*concld.* (3′ 3¾″ *gauge*). | | | |
| | Brought forward | 1,042·04 | Brought forward | 1,042·04 |
| | TOTAL | 1,042·04 | | 1,042·04 |
| 8 (*b*) | **Southern Punjab (Delhi-Samasata)**— (5′ 6″ *gauge*). | | | Miles. |
| | Delhi *vid* Bhatinda to Samasata . Miles. 400·55 | | Delhi *vid* Bhatinda to Samasata | 10-11-97 400·55 |
| | Delhi Brewery to Delhi . . 0·79 | | | |
| | | 401·34 | | |
| | *Branch*— | | *Branch*— | |
| | Narwana to Kaithal . . . . . | 23·38 | Narwana to Kaithal— | |
| | | | For goods traffic . | 1-2-99 } 23·38 |
| | | | For passenger traffic . | 8-3-99 } |
| | TOTAL | 424·72 | TOTAL OPEN MILEAGE . | 423·93 |

DIX 7—*continued.*

*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | | | | | REMARKS. |
|---|---|---|---|---|---|
| The lengths and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet are as under: | | | | | |
| SECTION OF LINE. | LENGTH OF GRADIENTS. | | CURVES UNDER A RADIUS OF 1,000 FEET. | | |
| | $\frac{1}{80}$ and less.* | $\frac{1}{81}$ to $\frac{1}{100}$ * | Length. | Radii. | |
| MAIN LINE— | Miles. | Miles. | Miles. | | |
| Between miles 0 and 3 | 2·96 | ... | ... | ... | |
| ,, ,, · 3½ and 508½ | ... | 132·06 | ... | ... | |
| ,, ,, · 0 and 5 | ... | ... | 2·11 | 800 feet. | |
| ,, ,, · 234 and 483 | ... | ... | 11·98 | Varying from 603 feet to 955 feet. | |
| POONA BRANCH— | | | | | |
| Between miles 1 and 276½ | ... | 108·73 | ... | ... | |
| ,, ,, · 21½ and 21⅝ | ... | ... | 0·17 | 955 feet. | |
| ,, ,, · 210 and 277½ | ... | ... | 10·06 | Varying from 600 feet to 907 feet. | |
| HARIHAR BRANCH— | | | | | |
| Between miles 0 and 80 | ... | 28·08 | ... | ... | |
| BIJAPUR BRANCH— | | | | | |
| Between miles . 0 and 165⅝ | ... | 53·74 | ... | ... | |
| The earthwork and bridges are for a single line. | | | | | |
| The permanent-way consists of 75lb. flat-footed rails spiked to transverse sleepers of creosoted pine or of deodar. | | | | | |
| The country traversed is flat. From Delhi to Sujjawalpur (246 miles) it is well irrigated; from Sujjawalpur to Samasata (156 miles) the line skirts the edge of the desert near the land irrigated by inundation canals from the Sutlej. | | | | | |
| The cuttings are few; but there are long stretches of bank, low for the most part, except where headway is required for canal bridges and near Samasata where there are considerable depressions in the country between the sand hills. | | | | | |
| For natural waterways few minor bridges are required; but there are a large number of openings of from 18 inches to 75 feet for irrigation channels and canals. | | | | | |
| The Ghaggar is the only river crossed and for this 22 spans of 40 foot girders have been provided, the openings being at four places in 1¼ miles. In the main channels, the piers rest on well foundations. In the spill channels, open foundations have been adopted and the bridges floored. | | | | | |
| The line between Delhi and Jhind, except for about 10 miles near Rohtak, has been ballasted with stone ballast from Delhi. The rest of the line is ballasted with broken bricks obtained from ruins at Rohtak and Tohana, and from manufactured brick ballast. | | | | | |
| There are no gradients steeper than 1 in 333, and of this only 165 miles near Delhi between miles 941 and 944 from Kurrachee. | | | | | |
| | | | | | The contract between the Secretary of State for India and the Company was executed on the 13th August 1895. The indenture will be found in Appendix M to Part II of the Railway Administration Report for 1895-96. The line, with the exception of the Kaithal branch, was sanctioned on the 21st August 1895; the branch was sanctioned on the 17th March 1898. The line is worked and maintained by the North Wetsern State railway. The indenture for the construction of the Kaithal branch will be found in Appendix M to Part II of the Report for 1899-1900. |

* Ruling gradient 1 in 40 between miles 0 and 3 on the ghâts, the rest of the line is on a ruling gradient of 1 in 100.

P. T. O.

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | Miles. | Total mileage. | Miles. | Date of opening for public traffic. | | Miles. |
|---|---|---|---|---|---|---|---|
| 24 (*a*) | **South Indian—** | | | | | | |
| | (*3′ 3⅜″ gauge*). | | | | | | |
| | MADRAS-TUTICORIN SECTION— | | | | | | |
| | *Main line*— | | | | | | |
| | Madras (Beach Joint) to Tuticorin (Foreshore) | 446·58 | | | Madras (Beach Joint to Beach, old) | 15-1-00 | 0·11 |
| | | | | | Madras Beach, old, to Park zero | 1-1-79 | 1·60 |
| | | | | | Madras (Park zero) to Tindivanam | 1-9-76 | 76·05 |
| | | | | | Tindivanam to Cuddalore old town | 1-1-77 | 52·00 |
| | | | | | Cuddalore old town to Porto Novo | 1-1-77 | 17·15 |
| | | | | | Porto Novo to Chidambaram | 1-10-78 | 6·73 |
| | | | | | Chidambaram to Coleroon | 1-7-79 | 4·58 |
| | | | | | Coleroon to Shiyali | 1-1-78 | 6·06 |
| | | | | | Shiyali to Máyavaram | 1-7-77 | 12·24 |
| | | | | | Máyavaram to Tanjore | 15-2-77 | 43·76 |
| | | | | | Tanjore to Trichinopoly Junction | 11-3-62 | 31·14 |
| | | | | | Trichinopoly Junction to Madura | 1-9-75 | 96·04 |
| | | | | | Madura to Tuticorin | 1-1-76 | 98·71 |
| | | | | | Tuticorin to Foreshore | 7-8-99 | 0·41 |
| | | | | | | | 446·58 |
| | *Branches*— | | | | *Branches*— | | |
| | Chingleput (37·16 miles from Madras) to Arkonam (42·50 miles from Madras on the Madras railway) (*Arkonam branch*) | 39·25 | | | Chingleput to Wálajábád | 1-8-80 | 13·66 |
| | | | | | Wálajábád to Conjeeveram | 1-1-81 | 7·94 |
| | | | | | Conjeeveram to Arkonam | 8-5-65 | 17·65 |
| | | | | | | | 39·25 |
| | Villupuram (101·13 miles from Madras) to the Gingee river to connect with the Pondicherry railway (*Pondicherry branch*) | 16·47 | | | Villupuram to Gingee river, inclusive of bridge of 7 spans of 150 feet over the Gingee river | 15-12-79 | 16·47 |
| | Tanjore (220·50 miles from Madras) to Nagore (*Nagore branch*) | 52·83 | | | Tanjore to Tiruvallúr | 2-12-61 | 33·83 |
| | | | | | Tiruvallúr to Negapatam | 15-7-61 | 14·33 |
| | | | | | Negapatam to Nagore | 1-12-99 | 4·67 |
| | | | | | | | 52·83 |
| | Trichinopoly (251·65 miles from Madras) to Erode Junction (243 miles from Madras on the Madras railway, south-west line) (*Erode branch*) | 87·41 | | | Trichinopoly Junction to Fort | 11-3-62 | 2·52 |
| | | | | | Trichnopoly Fort to Karúr | 3-12-66 | 44·65 |
| | | | | | Karúr to Kodumudi | 1-7-67 | 16·70 |
| | | | | | Kodumudi to Erode | 1-1-68 | 23·54 |
| | | | | | | | 87·41 |
| | Madura to Toni Torai | 91·33 | | | | | |
| | Mutanandal to Sivaganga | 9·00 | | | | | |
| | Maniyáchi (427·98 miles from Madras) to Tinnevelly (*Tinnevelly branch*) | 18·23 | | | Maniyáchi to Tinnevelly | 1-1-76 | 18·23 |
| | Tinnevelly-Quilon (Travancore branch) (British section | 46·47 | | | | | |
| | Cuddalore old town to Wharf (*Wharf branch*) | 1·54 | | | Cuddalore old town to Wharf | 7-8-99 | 1·54 |
| | Carried over | 362·53 | 446·58 | | Carried over | | 662·31 |

**DIX 7**—*continued.*

*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date,

| Details of construction. | REMARKS. |
|---|---|
| Earthwork and bridges are for a single way only, except from Negapatam to Trichinopoly where the foundations and superstructure of bridges have been built for a double way. | The line from Negapatam to Erode was commenced in May 1859 by the late Great Southern India Railway Company, and was completed on the 5′ 6″ gauge. It was converted to 3′ 3⅜″ gauge in sections as follows: Negapatam to Trichinopoly, June and July 1875; Trichinopoly to Karúr, July 1879; Karúr to Erode, December 1879. |
| The original undertaking between Negapatam and Erode, 166·45 miles, was laid between Negapatam and Trichinopoly with rails 68lb. to the yard on creosoted pine sleepers and with the same weight of rail on cast-iron pot sleepers between Trichinopoly and Erode. During the course of renewals with the 50lb. bull-headed rails, the following alterations have been made. Out of Negapatam, 12·72 miles have been relaid with the 50lb. rails on pot sleepers aud between Tanjore and Trichinopoly (31·04 miles) the same permanent-way has taken the place of the 68lb. rails. From mile 12·72 out of Negapatam to Tanjore (35·44 miles) the creosoted pine sleepers have been replaced by cast-iron pots. Out of 87·41 miles on the Erode branch, 10·00 miles have been relaid with 52lb. bull-headed rails on the same pots, the remaining 77·41 miles remain as originally laid. | The line from Arkonam to Little Conjeeveram was commenced on the 11th March 1864 by the Indian Tramway Company under the subsidy system, and was completed on the 3′ 6″ gauge. |
| The Negapatam branch has been extended to Nagore 4·68 miles, laid with 68lb. second class double headed iron rails on sâlwood sleepers. | A 3 per cent. guarantee accorded on the 1st January 1868 was subsequently included in the contract entered into with the late Carnatic Railway Company for the extension to Cuddalore. The line was converted to the 3′ 3⅜″ gauge in July 1878. On the 1st July 1874, the above two undertakings were amalgamated under the title of the South Indian Railway Company, and the whole system is now on the 3′ 3⅜″ gauge. |
| The main line from the Beach at Madras to Tuticorin has, with the exception of 0·31 mile through Tanjore station, been completely relaid with 50lb. rails on cast-iron pots replacing between Madras and Tanjore and Trichinopoly and Tuticorin, the 40·3lb. rails on creosoted pine sleepers. | The estimates for the extensions from Trichinopoly to Tinnevelly and Tuticorin were sanctioned on the 2nd March 1872, and those for the sections from Madras to Cuddalore and Cuddalore to Tanjore on the 25th February 1873 and the 12th June 1874, respectively. Since the opening of the line throughout between Madras and Tuticorin, this has become the main line with branches to Arkonam, Pondicherry, Negapatam, Erode and Tinnevelly. |
| From Conjeeveram to Arkonam the original 35lb. rails and wooden sleepers have been replaced with 50lb. rails and pot sleepers. | The estimate for the connecting link between Chingleput and Conjeeveram—the earthwork of which was completed by famine labour—was sanctioned in November 1879. |
| The Pondicherry and Tinnevelly branches and the remainder of the Arkonam branch are still laid with the 40·3lb. and 41¼lb. rails on wooden sleepers. | The estimate for the Villupuram-Gingee river section was sanctioned in May 1879. |
| The whole of this part of the system is fenced. | This line is required for famine protection purposes of certain districts which suffered severely in 1876-78. |
| The Tanjore-Pulliarpatti quarry extension is laid with 68lb. double-headed iron rails and pyinkado sleepers. The ballast is of gravel throughout the line. The ruling gradient is 1 in 85 and is 0·44 mile in length, and the sharpest curve which has a radius of 1,000 feet, 0·15 mile. | The construction of the Nellore branch from Tirupati to Nellore was sanctioned on the 15th November 1883; but for want of funds the work was suspended in May 1885 and was not resumed until November 1885. The portion of the line from Villupuram to Dharmavaram and Tirupati was sanctioned in November 1888, and work was commenced in January 1889. The Gudur-Nellore section, 23·71 miles, has been converted to the 5′ 6″ gauge and was handed over to the Bezwada-Madras railway on the 1st November 1898. |
| On the Villupuram-Dharmavaram section the ruling gradient is 1 in 100. The country traversed is moderately easy; but the waterways are considerable and include bridges over the Cheyár, Palar and Chitrávati rivers. | On the 1st January 1891 the South Indian railway was purchased by the Secretary of State and handed over together with the Villupuram-Guntakal State railway, to a new company called the "South Indian Railway Company, Limited"—the whole now forming the South Indian railway system. The Dharmavaram-Guntakal section of the latter railway was made over for working to the Southern Mahratta Railway Company on the 1st January 1893, and now forms a part of the Guntakal-Mysore frontier railway. |
| The rails are of steel, flat-footed, 41¼lb. to the yard (except for 15·43 miles south of the Chitrávati, which has been laid with 40lb. second-hand iron rails), laid on steel transverse sleepers of the pea-pod pattern. Second-hand rails are laid in sidings. | The South Indian Railway Company works, under agreement, the portion (7·84 miles) of the Pondicherry branch lying within French territory and known as the Pondicherry railway. The terms of working to be found in Appendix Q to Part II of the Railway Administration Report for 1890-91, have been renewed,—*vide* Appendix Z to Part II of the Railway Administration Report for 1894-95. |
| The Madras railway is crossed by an overbridge 1·50 miles to the west of Katpadi station, where extensive junction arrangements were completed during 1891-92. | The construction of the Eastern section of the line between Paramakudi and Mandapam was commenced in |
| On the Nellore branch the ruling gradient is 1 in 100. Although the country is comparatively flat, the crossing of the drainage, as it approaches the sea, has necessitated high banks and a large allowance of waterway. | |
| The Madras railway is crossed by an overbridge near Rénigunta, where a large station has been built. The rails are of steel, flat-flooted, 41¼lb. to the yard, laid partly on Denham-Olphert's cast-iron sleepers, and partly on steel transverse sleepers of the pea-pod pattern. | |
| The largest bridge is one of 7 spans of 100 feet over the Rallayeroo river near Rénigunta. | |
| This branch, including the Native state section, is being constructed for a single 3′ 3⅜″ gauge line. The ruling | |

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | | | Total mileage. | Date of opening for public traffic. | | |
|---|---|---|---|---|---|---|---|
| | | | Miles. | Miles. | | | Miles. |
| 24 (*a*) | **South Indian**—*concld.* | | | | Brought forward . | | 662·31 |
| | (*3′ 3⅜″ gauge*). | | | | | | |
| | Brought forward . . | 362·63 | 446·58 | | | | |
| | MADRAS-TUTICORIN SECTION— | | | | | | |
| | *Branches*— | | | | | | |
| | Junction to Capper Quarry with main line to buffer end (*Capper Quarry branch*) . . . . | 0·86 | | | Junction with main line to Capper Quarry . . | 15-4-00 | 0·86 |
| | | | | | Tuticorin to buffer end of Senanducolam salt siding | 12-11-99 | 2·14 |
| | | | | | Junction of Senanducolam salt siding to buffer end of Lenengapuram . . | 12-11-99 | 0·25 |
| | Tuticorin to Buffer end of Senanducolam . . . | 2·14 | | | *Total Madras-Tuticorin section* . . . . | | 665·78 |
| | Junction of Senanducolam salt siding to Buffer end of Lenengapuram (*Salt branch*) . . . . | 0·25 | | | | | |
| | | 365·78 | 446·80 | 812·58 | | | |
| | VILLUPURAM-DHARMAVARAM SECTION— | | | | VILLUPURAM-DHARMAVARAM SECTION— | | |
| | *Main line*— | | | | *Main line*— | | |
| | Villupuram (101·13 miles from Madras on the South Indian railway) to Dharmavaram (380·37 miles from Madras on the South Indian railway) . . . . . | | 279·18 | | Villupuram to Tiruvannámalai | 17-11-90 | 41·80 |
| | | | | | Tiruvannámalai to Pákala . | 18-3-91 | 96·55 |
| | | | | | Pákala to Váyalpád . . | 1-1-92 | 46·69 |
| | | | | | Váyalpád to Dharmavaram— | | |
| | | | | | For goods traffic . . | 1-3-92 | 94·14 |
| | | | | | For passenger traffic . | 20-3-92 | |
| | | | | | | | 279·18 |
| | *Branch*— | | | | Pákala to Tirupati west . | 18-3-91 | 25·05 |
| | Pákala to Gudur (*Nellore branch*) . | 84·10 | | | Tirupati to Gudur . . | 15-9-87 | 59·05 |
| | | | 84·10 | | | | 84·10 |
| | | 363·28 | 363·28 | | *Total Vilupuram-Dharmavaram section* . . . . | | 363·28 |
| | TOTAL . | | 1,180·43* | | TOTAL OPEN MILEAGE . | | *1,033·63 |

* Includes 4·79 miles, details of which are not available.

**DIX 7—*continued.***

***on the 31st December 1900, alphabetically arranged.***

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| gradient from Tinnevelly to Shenkottah is 1 in 100, from Shenkottah to Tenmali 1 in 60, from Tenmali to Ponalur 1 in 50, and from Ponalur to Quilon 1 in 100.<br>It is proposed to lay the road with 50lb rails on cast iron pot sleepers.<br>The country in the British territory between Tinnevelly and Shenkottah is moderately easy; the Tambraparni river is the only one of importance crossed.<br>From Shenkottah to Ponalur the line traverses through a very mountainous country, the work on which will be very heavy. At the Ariankavu pass will be a tunnel 2,600 feet in length and at Camp George to minor ones.<br>From Ponalur to Quilon the country traversed is very undulating, and the work will be fairly heavy.<br>The situation and lengths of gradients up to 1 in 100, and of curves under a radius of 1,000 feet, are as under: | July 1899 and on the remaining portion between Madura and Paramakudi in January 1900.<br>The British section of this branch forms part of the undertaking of the South Indian Railway Company (Limited).<br>The construction of the British portion between Tinnevelly and Shenkottah was sanctioned on 15th May 1899, and work started in July 1899, but is confined for the present to the first 26 miles out from Tinnevelly.<br>The resurvey of the line between Shenkottah and Quilon through the Travancore territory is nearly completed and work will shortly begin on that length.<br>The Travancore Durbar granted a loan of 7 lakhs in 1899 which will be repaid as soon as the debentures have been raised.<br>The capital for the construction of this branch will be raised by the South Indian Railway Company (Limited) by debentures, the Government of India guaranteeing the interest payable on capital spent in British territory, and the Travancore Durbar similarly paying the interest due for the capital expended in their State.<br>When complete the line will be worked under agreement by the South Indian Railway Company (Limited). |

| SECTION OF LINE. | Lengths of gradients ($\frac{1}{81}$ to $\frac{1}{100}$). | Length of curves under radius of 1,000 feet. |
|---|---|---|
| | Miles. | Miles. |
| MAIN LINE— | | |
| Between 282·68 and 289·66 miles from Madras | 2·27 | ... |
| „ 314·97 „ 321·57 „ „ | 3·58 | ... |
| ARKONAM BRANCH— | | |
| Between 56·90 and 57·10 miles from Madras | ... | 0.20 |
| „ 73·59 „ 74·15 „ „ | ... | 0·54 |
| ERODE BRANCH— | | |
| Between 300·31 and 306·88 miles from Madras | 1·73 | ... |
| „ 323·62 „ 334·27 „ „ | 1·84 | ... |
| VILLUPURAM-DHARMAVARM SECTION— | | |
| Between 121·36 and 125·99 miles from Madras | 1·15 | ... |
| „ 134·66 „ 145·91 „ „ | 2·33 | ... |
| „ 162·24 „ 369·84 „ „ | 88·94 | ... |
| „ 198·49 „ 198·79 „ „ | ... | 0·30 |
| PAKALA BRANCH— | | |
| Between 238·16 and 274·34 miles from Madras | 14.12 | ... |
| „ 288·96 „ 310·58 „ „ | 1·43 | ... |

This branch is being constructed for a single 3′ 3⅜″ gauge line, the girder bridges being built to carry 5′ 6″ gauge girders in the event of the line being converted to that gauge.
The ruling gradient is 1 in 200.
It is proposed to lay the road with 50lb. rails on cast iron pot sleepers.
The country through which the line runs is very flat, no large rivers are crossed, the chief bridging being over feeder channels from the Vaigai river to the village tanks.

P. T. O.

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class : No. | Name of line and mileage sanctioned. | Total mileage. | Date of opening for public traffic. | |
|---|---|---|---|---|
| 10 (*b*) | **Tapti Valley—** | Miles. | | Miles. |
| | (*5′ 6″ gauge*). Miles. | 155·45 | Kankra-Khari to Vyára— | |
| | Kankra-Khari to Amalner . . . . | | For goods traffic . 1-12-98 } For passenger traffic . 3-1-99 } | 35·91 |
| | | | Vyára to Chinchpada . 10-7-99 | 36·55 |
| | | | Chinchpada to Nándarbar . 8-10-99 | 25·20 |
| | | | Nándurbar to Dondaiche . 11-11-99 | 21·44 |
| | | | Dondaiche to Nárdana— | |
| | | | For goods traffic . 25-11-99 } For passenger traffic . 15-3-00 } | 19·78 |
| | | | Nárdána to Amalner . 15-3-00 | 16·59 |
| | | | | 155·45 |
| 28 (*a*) | **Tárakeshwar-Magra—** (*2′ 6″ gauge*). Tárakeshwar (terminus of the Tarkessur railway) to Magra, a station on the East Indian railway . . . . . | 31·12 | Tárakeshwar to Basua . 7-11-94 | 12·50 |
| | | | Basua to Magra . . 8-3-95 | 18·62 |
| | | | TOTAL OPEN MILEAGE . | 31·12 |
| 1 (*d*) | **Tarkessur—** (*5′ 6″ gauge*). Seoraphuli (14 miles from Howrah on the East Indian Railway) to Tarkessur in the Hooghly district . . . . . | 22·23 | Seoraphuli to Tarkessur . 1-1-85 | 22·23 |
| 30 (*a*) | **Tezpore-Bálípárá—** (*2′ 6″ gauge*). | Miles. | | Miles. |
| | Tezpore Ghât to Bálípárá . . . . | 20·10 | Tezpore ghât to Bindukuri— | |
| | | | For goods traffic . . . 9-8-94 } For passenger traffic . . 1-9-95 } | 8·10 |
| | | | Bindukuri to Bálípárá . . 1-9-95 | 12·00 |
| | | | TOTAL OPEN MILEAGE . . | 20·10 |
| 24(*e*) | **Tinnevelly-Quilon (Travancore) branch (Native state section)—** (*3′ 3⅜″ gauge*). | 56·86 | | |

**DIX 7**—*continued.*

*on the 31st December 1900, alphabetically arranged.*

has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The line is being constructed for a single track. The permanent-way consists of 70lb. flat-footed rails and creosoted pine and teak sleepers.<br>The ruling gradient is 1 in 200 and aggregates 51·78 miles. The minimum radius of curve is 30 or 1,910 feet. | The line has been constructed by the Bombay, Baroda and Central India Railway Company for the Tapti Valley Railway Company under contract with the Secretary of State for India, and is being worked as part of their 5′ 6″ gauge system, on behalf of the promoters. Work was started on such land as was handed over in January 1897, and the whole length was inspected and opened for public traffic with the sanction of Government on 15th March 1900. The indentures will be found in Appendices P and Q to Part II of the Railway Administration Report for 1896-97. |
| The line is single throughout. The permanent-way consists of flat-bottomed steel rails, weighing 30lbs. to the yard, laid on patent steel sleepers for 10 miles and pyinkado wood sleepers for the remainder, over 6 inches of sand ballast with brick boxing.<br>The bridging on the line is of a simple character. Girders, built or rolled, have been provided for the important water ways, smaller openings being covered with timber tops, arches and stoneware pipes.<br>The line is partially fenced.<br>There are no gradients of 1 in 100 or less, and there is only one curve under a radius of 1,000 feet, *viz.*, 955 feet, the length of which is 14·38 chains. | The line has been constructed and is owned and managed by the Bengal Provincial Railway Company, Limited.<br>An extension of about 2·50 miles from the Magra terminus to Tribeni ghât has been surveyed, but the undertaking of the project has for the present been postponed. |
| The permanent-way consists of 74lb. rails and fastenings of wrought-iron purchased from the East Indian railway, the sleepers used being transverse plate of cast-iron of the Denham Olphert's latest pattern.<br>The line is fenced and ballasted throughout.<br>There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet. | The construction of this railway was sanctioned on the 20th February 1883. It is one of the first railways in India constructed by private enterprise without the aid of any Government guarantee of interest on capital. The latter has been raised in this country by an association of European and Native gentlemen who have paid every expense connected with the construction of the line—excepting the cost of survey, and the cost of acquiring the necessary land which has been given free by the Government of Bengal.<br>The line is worked and maintained by the East Indian Railway Company under an agreement, the terms of which will be found in Appendix N to Part II of the Railway Administration Report for 1887-88. |
| The permanent-way consists of flat-bottomed steel rails weighing 30lbs. to the yard, laid on wooden sleepers 2,200 to the mile. The line is unballasted and is single throughout.<br>The ruling gradient is 1 in 125 of which there are 4 in number aggregating 1·10 miles.<br>The narrowest curves between stations are two of 500 feet radius on the first mile for lengths of 294 feet and 450 feet, respectively. In station yards the minimum radius is 300 feet. | The commencement of work was provisionally authorized by the Administration of Assam in 1893, but the line was not formally sanctioned till October 1894, and the final Tramway Order was gazetted on the 1st June 1895. |
| | For details please see South Indian railway. |

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class : No. | Name of line and mileage sanctioned. | | Total mileage. | Date of opening for public traffic. | | |
|---|---|---|---|---|---|---|
| 17(*b*) | Tirhoot— | | Miles. | | | Miles. |
| | (*3′ 3⅜″ gauge*). | | | *Main line*— | | |
| | *Main line*— | | | Semaria ghat to Dalsinghsarai | 1-5-83 | 22·55 |
| | Semaria ghat on the opposite bank of the Ganges, 4 miles below Mokameh to Bettiah . . . . . | | 145·87 | Dalsinghsarai to Samastipur | 1-11-75 | 14·75 |
| | | | | Samastipur to Mozufferpore | 24-2-77 | 32·00 |
| | | | | Mozufferpore to Motiharee | 1-2-83 | 49·57 |
| | | | | Motiharee to Bettiah . | 20-12-83 | 27·00 |
| | | | | | | 145·87 |
| | *Kosi extension*— | | | Samastipur to Durbhunga . | 1-11-75 | 23·00 |
| | Samastipur to Bhaptiahi . | 76·92 | | Durbhunga to Jhanjharpur . | 1-2-83 | 24·00 |
| | Bhaptiahi to Pratapganj . | 14·00 | | Jhanjharpur to Ghoghardiha— | | |
| | Pratapganj to Khanwa ghat . | 8·00 | | For goods traffic . . | 8-4-86 | 13·00 |
| | | 98·92 | | For passenger traffic . . | 6-5-86 | |
| | | | | Ghoghardiha to Nirmala— | | |
| | | | | For goods traffic . . | 8-4-86 | 6·92 |
| | | | | For passenger traffic . | 1-11-86 | |
| | | | | Nirmala to Bhaptiahi— | | |
| | | | | For goods traffic . | 15-11-87 | 10·00 |
| | | | | For passenger traffic . . | 1-1-88 | |
| | | | | Bhaptiahi to Pratapganj— | | |
| | | | | For goods traffic . . | 1-10-88 | 14·00 |
| | | | | For passenger traffic . . | 1-1-89 | |
| | | | | Pratapganj to Khanwa ghat | 14-11-90 | 8·00 |
| | | | | | | 98·92 |
| | *Bairagnia branch*— | | | Durbhunga to Sitamarhi— | | |
| | Durbhunga to Dheng . . | 57·00 | | For goods traffic . . | 1-7-90 | 42·00 |
| | Dheng to Bairagnia (*fair weather line*) . . . | 3·51 | | For passenger traffic . . | 1-11-90 | |
| | | | 60·51 | Sitamarhi to Righa— | | |
| | | | | For goods traffic . . | 1-1-91 | 6·00 |
| | | | | For passenger traffic . . | 2-11-91 | |
| | *Jainagar branch*— | | | Rega to Dheng— | | |
| | Sakri (74·25 miles from Semaria ghat), to Jainagar . . | | 30·47 | For goods traffic . . | 1-7-91 | 9·00 |
| | | | | For passenger traffic . . | 2-11-91 | |
| | | | | Dheng to Bairagnia— | | |
| | | | | For goods traffic . . | 1-3-92 | 3·51 |
| | | | | For passenger traffic . . | 15-3-92 | |
| | | | | | | 60·51 |
| | *Sonepore branch*— | | | Mozufferpore to Hajeepore | 26-10-84 | 31·25 |
| | Mozufferpore to Sonepore (point of junction with the Company's section) . . | | 34·61 | Hajeepore to Sonepore— | | |
| | | | | For goods traffic . . | 1-8-87 | 3·36 |
| | | | | For passenger traffic . . | 25-4-87 | |
| | | | | | | 34·61 |
| | *Hajeepore branch*— | | | Hajeepore to Hajeepore ghat | 26-10-84 | 1·89 |
| | Hajeepore to Hajeepore ghat . | | 5·20 | Hajeepore branch loop line | 2-11-00 | 3·31 |
| | | | | | | 5·20 |
| | *Hajeepore-Katihar extension* | — | | Hajeepore to Bachhwara— | | |
| | Hajeepore to Bachhwara . | 44·46 | | For goods traffic . . | 1-4-00 | 44·46 |
| | Barauni Junction to Katihar . | 110·64 | | For passenger traffic . . | 2-11-00 | |
| | | | 155·10 | Barauni Junction to Thana Bihpur . . . . | 1-3-00 | 66·17 |
| | | | | Sahebpoor Kamal to Monghyr ghat . . . . | 7-3-00 | 7·00 |
| | *Monghyr branch*— | | | TOTAL OPEN MILEAGE . | | 462·74 |
| | Sahebpore Kamal to Monghyr ghat . . . . . | | 7·00 | 396·65 | | |
| | | Total | . | 537·68 | | |

**DIX 7—*continued.***

***on the 31st December 1900, alphabetically arranged.***

**it has not been possible to bring this statement fully up to date.**

| Details of construction. | REMARKS. |
|---|---|
| The line is laid partly with iron rails 40lbs. to the yard, and partly with steel rails 41½lb. to the yard, on transverse sleepers of sal and deodar, and Denham-Olphert's and Denham's iron sleepers. The 40lb. iron rails are being replaced with 50lb. steel rails. The line is ballasted, and the country through which it passes is easy. It is fenced throughout with wire and stone posts. | The Tirhoot line was started in February 1874 for the relief of famine, and was opened for grain traffic from the Ganges bank, opposite Barh to Durbhunga, in April of that year. It was closed during the rainy season and opened again in November, and was permanently opened for public traffic on the 1st November 1875.<br>The construction of the line from Dalsinghsarai to Semaria ghat was sanctioned on the 3rd February 1882 in consequence of the silting up of the river Ganges and the formation of a bar opposite Barh. On the opening of this line the route *viâ* Bajitpur and the Barh branch was closed.<br>The survey for the permanent line was ordered on the 8th December 1874, and its construction on 6th January 1876.<br>With the opening of the section from Pratapganj to Khanwa ghat the construction of the Kosi extension project was brought to completion.<br>This line is connected with the Behar section of the Eastern Bengal State railway by means of a ferry across the Kosi river, between Khanwa ghat on the Kosi extension of this line and Ancharaghat on the Kosi branch of the Eastern Bengal State railway. |
| The Bairagnia branch is laid with second-hand iron rails 60lbs. to the yard, received from the North Western State railway, the sleepers used being of pyinkado wood from Burma. | |

P. T. O.

**Appendix 7.**
History of Railways.

**APPEN**

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class : No. | Name of line and mileage sanctioned. | Total mileage | Date of opening for public traffic. | | |
|---|---|---|---|---|---|
| | | Miles. | | | Miles. |
| 20 (*a*) | **Udaipur-Chitor—** | | Berach near Chitorgarh to Debari near Udaipur | 1-8-95 | 60·39 |
| | (*3′ 3⅜″ gauge*). | | Separate station at Chitorgarh | 15-8-98 | 0·47 |
| | From Berach near Chitorgarh (550·75 miles from Bombay *viâ* the Godhra-Rutlam-Nágdá railway) *viâ* Debari to the Ahr river near Udaipur | 67·30 | Debari to Udaipur | 25-8-99 | 6·44 |
| | | | TOTAL OPEN MILEAGE | | 67·30 |
| 10 (*n*) | **Vijapur-Kalol—** | | | | |
| | (*3′ 3⅜″ gauge*). | | | | |
| | Vijapur to Kalol | 29·60 | | | |
| 9 (*c*) | **Wardha Coal—** | | | | |
| | (*5′ 6″ gauge*). | | | | |
| | Wardha (471·25 miles from Bombay, Victoria terminus), on the Nágpur branch of the Great Indian Peninsula railway to Warora... | 44·88 | Wardha to mile 18·44 | 1-2-74 | 18·44 |
| | | | Mile 18·44 to mile 40·88 (for coal traffic only) | 24-12-75 | 22·44 |
| | | | Mile 40·88 to Warora (for coal traffic only) | 26-4-76 | 4·00 |
| | | | Mile 18·44 to mile 21 (for public traffic) | 16-6-77 | |
| | | | Mile 21 to Warora (mile 44·88), for public traffic | 7-11-77 | |
| | | | TOTAL OPEN MILEAGE | | 44·88 |

*on the 31st December 1900, alphabetically arranged.*

it has not been possible to bring this statement fully up to date.

| Details of construction. | REMARKS. |
|---|---|
| The works on the Berach-Debari section are comparatively light, the largest bridge being 8 spans of 20 feet situate on an open straight road over the Baila nullah, mile 8½. The permanent-way consists of 41¼lb flat-footed steel rails, 30 feet long, laid on deodar sleepers, with broken stone ballast.<br>The whole line is unfenced.<br>The steepest gradient is 1 in 100 for a length of 0·84 mile (including compensation for curves the length is 1·17 miles) between miles 58 and 60, and the sharpest curve is of 1,146 feet radius, and is 0·54 mile in length.<br>On the extension from Debari to the Ahr river near Udaipur the works are heavier—there being a tunnel 205 feet long. The permanent-way will be the same as on the Berach Debari section. The steepest gradient is 1 in 100, aggregating 0·96 mile between miles 61 and 62. The sharpest curve has a radius of 820 feet and is 0·16 mile in length, and occurs at the 61st mile post. | The line was constructed at the expense of the Mewar Durbar.<br>It was sanctioned for construction in February 1894.<br>The line was worked by the Bombay, Baroda and Central India railway up to the 31st December 1897, when the working was taken over by the Mewar Durbar.<br>Work on this section commenced in January 1898. |
| The ruling gradient is 1 in 200, aggregating in length 1·36 miles. The sharpest curve has a radius of 4,524 feet.<br>The line is to be laid with 41¼ lb. steel rails, 24 feet long on deodar sleepers in kunkur ballast. | The survey of this line was carried out by the Bombay, Baroda and Central India Railway Company in 1896.<br>The construction of the line was sanctioned in September 1899.<br>The line is to be constructed for the Baroda Darbar by the Bombay, Baroda and Central India Railway Company. |
| The line is constructed for a single track. There are 18 miles of 69 lb double-headed steel rails and 27 miles of 68lb. iron rails. The sleepers throughout are of half-round teak and the ballast is all broken stones.<br>The line is fenced throughout.<br>There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet. | This line was constructed to carry coal from the Warora mines to the Great Indian Peninsula railway, and also for the benefit of Hinganghát, a great cotton mart.<br>The orders for the survey of the line were issued on the 3rd January 1870. Sanction for the construction of the first 18 miles was given on the 5th February 1872, and for the remainder on the 1st April 1874.<br>The line has been worked and maintained by the Great Indian Peninsula Railway Company from the 1st January 1891. The terms of working will be found in Appendix I to Part II of the Railway Administration Report for 1890-91. |

**Appendix 7.**
History of Railways.

## APPEN

*History of Railways constructed and in progress*

NOTE.—On account of the earlier issue of this appendix this year,

| Class: No. | Name of line and mileage sanctioned. | Total mileage. | Date of opening for public traffic. | | |
|---|---|---|---|---|---|
| | | Miles. | | | Miles. |
| 23 (*a*) | **West of India Portuguese—** (*3′ 3⅜″ gauge*). | | | | |
| | Mormugao on the west coast to the Portuguese frontier (junction with the Southern Mahratta railway) . . . . . | 51·11 | Mormugao to Sonauli . . | 17-1-87 | 41·00 |
| | | | Sonauli to the Portuguese frontier . . . . | 3-2-88 | 10·11 |
| | | | TOTAL OPEN MILEAGE . | | 51·11 |
| 22 (*d*) | **Yesvantpur-Mysore frontier—** (*3′ 3⅜″ gauge*). | | | | |
| | Yesvantpur (363·25 miles from Portuguese frontier on the Southern Mahratta railway) to Mysore frontier . . . . . | 51·35 | Yesvantpur to Dodballapur . | 15-12-92 | 19·93 |
| | | | Dodballapur to Mysore frontier . . . . | 17-9-93 | 31·42 |
| | | | TOTAL OPEN MILEAGE . | | 51·35 |

**DIX 7—*continued.***

***on the 31st December 1900, alphabetically arranged.***

it has not been possible to bring this statement fully up to date.

| Details of construction. | Remarks. |
|---|---|
| The first 38 miles up to Collem station, on which the ruling gradient is 1 in 100, are constructed for a single line as regards the earthwork and iron superstructure, but for a double line as regards all bridges and culverts, and the remaining 13 miles with a maximum gradient of 1 in 40 for a double line of rails.<br>The permanent-way throughout is of the 62lb. State Railway type with 10 sleepers to the rail. The sleepers used are creosoted pine, sal, teak and jamba.<br>The locomotives are of one type, weighing 43½ tons when loaded. Two suffice to take a train up the Ghats.<br>On the Ghats there are 12 tunnels and 2 covered ways, and the masonry works are very heavy. The total work on the Ghat incline is not much less than that on the Bhore Ghat on the Great Indian Peninsula railway.<br>The length and situation of gradients up to $\frac{1}{100}$, and of curves under a radius of 1,000 feet are detailed below : | The West of India Portuguese line has been undertaken by a company, under a guarantee given in April 1881 by the Portuguese Government. It extends from Mormugao, in the Portuguese settlement of Goa, to the Portuguese frontier.<br>Work was commenced on the 22nd February 1882 and the harbour and line to the 41st mile were opened for public traffic on the 17th January 1887. |

| Section of line | Length of gradients. | | | Length of curves under a radius of 1,000 feet. | |
|---|---|---|---|---|---|
| | $\frac{1}{80}$ and less | $\frac{1}{81}$ to $\frac{1}{90}$. | $\frac{1}{91}$ to $\frac{1}{100}$. | 720 feet radius. | 800 feet radius. |
| | Miles. | Miles. | Miles. | Miles. | Miles. |
| Mormugao harbour to mile 1 . . | ... | ... | ... | 0·15 | 0·41 |
| Collem to frontier— | | | | | |
| Between 41 and 51 miles . . | 12·42 | ... | ... | ... | 5·80 |
| Between 39·50 and 40·50 miles . | ... | 0·55 | ... | ... | ... |
| Between 2·50 and 39·50 miles . | ... | ... | 12·18 | ... | ... |

| | |
|---|---|
| The rails used are of the State Railway type, weighing 50lb. to the yard, on the Ghat section, 11 miles in length and 41½ lb. to the yard on the remainder of the line. The sleepers are of Mysore teak throughout.<br>On the Ghat section the ruling gradient is 1 in 89, and the sharpest curve of a radius of 603 feet; on the rest of the line the ruling gradient is 1 in 100 and the sharpest curve has a radius of 1,910 feet.<br>The line is ballasted with broken stone in the cuttings and sand and moorum in the banks. It is fenced throughout. | The line was sanctioned for construction in March 1890. It was constructed by the Mysore Government and made over to the Southern Mahratta Railway Company for working on the dates the sections were opened to traffic. |

P. T. O.

Appendix 7.
History of Tramways.

APPEN

*History of Steam tramways outside Municipal limits constructed and*

NOTE.—On account of the earlier issue of this Appendix this year,

| Class: No. | Name of line and mileage sanctioned. | | Total mileage. | Date of opening for public traffic. | | |
|---|---|---|---|---|---|---|
| 36 (*c*) | **Dandot colliery—** | | | | | |
| | (*2′ 0″ gauge*). | Miles. | Miles. | | | Miles. |
| | Dandot station on the Khewra branch of the North Western State railway to the mouth of the main mine . . | 1·89 | | Dandot station to the mouth of the main mine (open for coal traffic only) . . . . | 5-7-89 | 1·89 |
| | Head of middle incline to shaft No. 10 of outcrop mine . . . . . | 1·29 | | Head of middle incline to shaft No. 10 of outcrop mine . . | 1-7-93 | 1·29 |
| | Head of upper incline to Pidh coal platform . . . . . | 3·00 | | Head of upper incline to Pidh coal platform . . . . | 6-6-95 | 3·00 |
| | | | 6·18 | TOTAL OPEN MILEAGE . | | 6·18 |
| 36 (*d*) | **Madura District Tramways.** | | | | | |
| | (*2′ 6″ gauge*). | Miles. | Miles. | | | |
| | Ammayanakkanur to Kotagudi . | 55·00 | | | | |
| | Periyakulam to Krishnamanaik's tope | 5 00 | | | | |
| | Thene to Kuruvanath . . . . | 33·00 | | | | |
| | | | 93·00 | | | |
| 36 (*e*) | **Parlakimedi—** | | | | | |
| | (*2′ 6″ gauge*). | | | | | |
| | Naupada to Parlakimedi . . . . | | 25·00 | ..... | | |
| 36 (*a*) | **Powayan—** | | | | | |
| | (*2′ 6″ gauge*). | | | | | |
| | Shahjahanpur (310·00 miles from Moghal Sarai on the Oudh and Rohilkhand railway) to Powayan and thence to Mailáni on the Rohilkund and Kumaon railway . . . | | 39·50 | Shahjahanpur to Powayan . 17-6-90 | | 17·00 |
| | | | | Powayan to Khotar . . 19-5-91 | | 14·00 |
| | | | | Khotar to Mailani . . 22-12-94 | | 8·50 |
| | | | | TOTAL OPEN MILEAGE . | | 39·50 |
| 36 (*b*) | **Thaton-Duyinzaik—** | | | | | |
| | (*2′ 6″ gauge*). | | | | | |
| | Thaton to Duyinzaik on the Donedanie river . | | 7·76 | Thaton to Duyinzaik . | 11-2-85 | 7·76 |

**DIX 7—*concluded.***

***in progress on the 31st December 1900, alphabetically arranged.***

it has not been possible to bring this statement fully up to date.

<table>
<tr><th>Details of construction.</th><th>Remarks.</th></tr>
<tr><td>The line is partly a double and partly a single track.<br>The section from Dandot to the mouth of the main mine consists chiefly of two inclines worked by steel wire ropes by combined gravity and steam power.<br>The grades on the inclines vary from 1 in 2·30 to 1 in 17, with minimum curves of a radius of 60 feet.<br>The second section contains a third incline with grades of 1 in 3 and 1 in 4, the remainder being a single line tramway along the sides of the mountain with a maximum grade of 1 in 50; the sharpest curve is 150 feet in radius.<br>The permanent-way consists of old metre gauge 36 lb. and 40 lb. rails laid on deodar sleepers. There is only one large bridge of 60-foot span, which forms part of one of the inclines on a grade of 1 in 2·50.<br>The line is unfenced.<br>The Pidh extension is of the same construction and grading as the tramway from head of incline to 10 south outcrop mine, but one semi-circular curve of a radius of 75 feet is used to enable the line to turn on itself.<br>The length of gradients up to 1 in 100 and of curves under a radius of 1,000 feet, is shown in the following table:
<table>
<tr><th colspan="3">Length of gradients.</th><th colspan="2">Curves under a radius of 1,000 feet.</th><th rowspan="2">Remarks.</th></tr>
<tr><th>$\frac{1}{50}$ and less.</th><th>$\frac{1}{51}$ to $\frac{1}{80}$</th><th>$\frac{1}{81}$ to $\frac{1}{100}$.</th><th>Length.</th><th>Radii.</th></tr>
<tr><td>Miles.<br>2·46</td><td>Miles.<br>0·06</td><td>Miles.</td><td>Miles.<br>1·36</td><td>Varying from 74 to 450 feet.</td><td></td></tr>
</table>
</td><td>This tramway has been constructed by the North Western State railway to develop the Dandot colliery, which is worked primarily for the benefit of the railway.</td></tr>
<tr><td></td><td></td></tr>
<tr><td></td><td></td></tr>
<tr><td>The rails are flat-bottomed steel, weighing 25lb. to the yard, laid on wooden sleepers.<br>There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.<br>The line runs as far as Khotar alongside the public road, thence through forest lands up to Mailani where it joins the Rohilkund and Kumaon railway.</td><td>The section from Shahjahanpur to Khotar was sanctioned for construction in January 1889, and that from Khotar to Mailani in February 1894.<br>The tramway is under the management of Messrs. Lyall, Marshall & Co. of Calcutta, who are now the Company's managing agents, with a local manager at Shahjahanpur.</td></tr>
<tr><td>The rails are steel, Vignole's section; the sleepers are of steel and wood. There are no large bridges. The line is ballasted.<br>An aggregate length of 5,600 feet is situated on a grade of $\frac{1}{80}$, while the total length of curves, under a radius of 1,000 feet is 1,343 feet, the radii varying from 207 feet to 500 feet.</td><td>This line is constructed along the public road, which has been specially made in view to tramway communication being established. The Local Government originally guaranteed in 1883 a subsidy of Rs. 8,100 per annum for three years but the amount was reduced from 11th February 1888 to Rs. 6,000 per annum. On the 11th August 1894 the payment of this subsidy ceased altogether. The line now receives a subsidy of Rs. 100 per month.</td></tr>
</table>

# APPENDICES
# of
# STATISTICS.

## Appendix 8.
General results.

## APPEN

*General results*
*Indian Railways*
(Referred to in paragraphs 15, 20,

GENERAL RESULTS

| Calendar year. | Total mileage open on 31st December. | Total Capital outlay in rupees. | Gross Earnings in thousands of rupees. | Total Working Expenses in thousands of rupees. | |
|---|---|---|---|---|---|
| | | | | Amount. | Proportion per cent. to gross earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 |
| 1896 . . | 20,209 | 2,68,95,22,650 | 25,36,14 | 12,13,84 | 47·86 |
| 1897 . . | 21,070 | 2,82,19,73,263 | 25,60,22 | 12,48,16 | 48·75 |
| 1898 . . | 21,995 | 2,92,88,83,257 | 27,45,61 | 13,03,24 | 47·47 |
| 1899 . . | 23,475 | 3,09,29,61,160 | 29,41,34 | 13,96,66 | 47·48 |
| 1900 . . | 24,707 | 3,30,34,83,361 | 31,59,67 | 15,09,95 | 47·79 |

GROSS EARNINGS IN THOUSANDS

| Calendar year. | Coaching Traffic. | | | | | | Goods | | |
|---|---|---|---|---|---|---|---|---|---|
| | 1st Class. | 2nd Class. | Intermediate Class. | 3rd Class. | Other Coaching Traffic. | Total Coaching Traffic (sum of 17 to 22). | Total Goods Traffic (sum of 24 to 28). | General Merchandise. | Coal. |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| 1896 . . | 30,49 | 45,17 | 55,52 | 6,90,89 | 98,19 | 9,20,26 | 15,41,74 | 12,96,62 | 1,66,14 |
| 1897 . . | 29,61 | 44,90 | 49,78 | 6,37,84 | 1,23,97 | 8,86,10 | 15,88,99 | 13,15,53 | 1,77,42 |
| 1898 . . | 31,63 | 46,39 | 49,78 | 6,30,84 | 1,10,32 | 8,68,96 | 17,88,64 | 14,89,31 | 2,08,85 |
| 1899 . . | 31,92 | 48,31 | 52,33 | 6,76,76 | 1,13,26 | 9,22,58 | 19,23,74 | 16,12,81 | 2,21,64 |
| 1900 . . | 32,18 | 48,54 | 56,36 | 7,58,00 | 1,31,36 | 10,26,44 | 20,40,95 | 16,92,23 | 2,57,39 |

*Number of passengers and quantity of goods carried, the average distance*

PASSENGERS CARRIED AND AVERAGE DISTANCE TRAVELLED BY

| Calendar year. | Total mileage open on 31st December. | 1st Class. | | | 2nd Class. | | | Intermediate Class. | | | 3rd Class. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | No. | Average distance carried. | Average rate charged in pies. | No. | Average distance carried. | Average rate charged in pies. | No. | Average distance carried. | Average rate charged in pies. | No. | Average distance carried. | Average rate charged in pies. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 1896 . . | 20,209 | 613,890 | 74·65 | 12·61 | 3,599,777 | 47·46 | 5·93 | 5,501,414 | 62·79 | 3·09 | 149,793,864 | 39·28 | 2·26 |
| 1897 . . | 21,070 | 602,386 | 75·59 | 12·28 | 3,500,234 | 50·25 | 4·87 | 5,007,255 | 61·64 | 3·10 | 140,569,955 | 38·48 | 2·27 |
| 1898 . . | 21,995 | 745,251 | 74·67 | 12·40 | 3,714,835 | 48·22 | 4·93 | 5,223,058 | 58·53 | 3·13 | 141,441,865 | 37·58 | 2·29 |
| 1899 . . | 23,475 | 666,380 | 74·78 | 12·59 | 3,947,942 | 43·90 | 5·32 | 5,405,520 | 60·56 | 3·07 | 151,275,502 | 37·58 | 2·30 |
| 1900 . . | 24,707 | 655,180 | 74·65 | 12·59 | 3,855,736 | 44·04 | 5·49 | 5,913,311 | 58·93 | 3·11 | 164,400,25 | 39·16 | 2·31 |

* Excludes railways wholly
† This column represents the percentage of net earnings on capital outlay but does
‡ Including Revenue stores
§ These include Steam-boat. Contribution to Provident Fund

# DIX 8.



*of working*
*treated as one System.*
24, 27, 29, 30, 37 and 47 of Report.

OF WORKING.

| NET EARNINGS IN THOUSANDS OF RUPEES. | | PER MILE WORKED. (EXCLUDING STEAM BOAT). | | | PER TRAIN MILE. (EXCLUDING STEAM-BOAT). | | | Calendar year. |
|---|---|---|---|---|---|---|---|---|
| Amount. | Percentage of Capital outlay.† | Gross Earnings in rupees. | Working Expenses in rupees. | Net Earnings in rupees. | Gross Earnings in rupees. | Working Expenses in rupees. | Net Earnings in rupees. | |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 13,22,30 | 4·92 | 12,750 | 6,080 | 6,670 | 3·85 | 1·84 | 2·01 | 1896 |
| 13,12,06 | 4·65 | 12,382 | 6,019 | 6,363 | 3·66 | 1·78 | 1·88 | 1897 |
| 14,42,37 | 4·92 | 12,719 | 6,022 | 6,697 | 3·76 | 1·78 | 1·98 | 1898 |
| 15,44,68 | 4·99 | 12,800 | 6,038 | 6,762 | 3·78 | 1·79 | 1·99 | 1899 |
| 16,49,72 | 4·99 | 13 025 | 6,205 | 6,820 | 3·74 | 1·78 | 1·96 | 1900 |

OF RUPEES.

| TRAFFIC. | | | Electric telegraph. | Steamboat and sundries. | WORKING EXPENSES IN THOUSANDS OF RUPEES. | | | | | | Calendar year. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Military Stores. | Railway Material. | Miscellaneous. ‡ | | | Engineering. | Locomotive. | Carriage and wagon. | Traffic. | General. | Other Expenses. § | |
| 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 |
| 12,57 | 16,99 | 49,42 | 7,69 | 66,45 | 3,16,66 | 4,03,64 | 1,09,15 | 2,02,04 | 1,28,36 | 53,99 | 1896 |
| 23,69 | 19,72 | 52,63 | 8,11 | 77,02 | 3,24,42 | 4,05,35 | 1,14,98 | 2,10,84 | 1,33,27 | 59,30 | 1897 |
| 22,20 | 19,86 | 49,42 | 7,51 | 80,50 | 3,15,18 | 4,30,11 | 1,33,69 | 2,20,92 | 1,36,60 | 66,74 | 1898 |
| 13,07 | 23,44 | 52,78 | 8,72 | 86,30 | 3,43,05 | 4,71,99 | 1,34,23 | 2,31,97 | 1,42,62 | 72,80 | 1899 |
| 13,79 | 18,27 | 59,27 | 7 93 | 84,35 | 3,62,24 | 5,29,30 | 1,39,84 | 2,51,01 | 1,47,80 | 81,76 | 1900 |

*travelled by each, and the train-mileage run by railways in India.*

| EACH. | | TRAIN-MILES RUN. | | | GOODS TRAFFIC. | | | Calendar year. |
|---|---|---|---|---|---|---|---|---|
| TOTAL NO. OF PASSENGERS CARRIED. | | Coaching. | Total train-mileage. (sum of 17 and 19). | Goods. | Tonnage carried. | Average distance carried. | Average rate charged in pies. | |
| No. | Average distance carried. | | | | | | | |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 159,508,945 | 39·98 | 28,240,082 | 65,377,354 | 37,137,272 | 32,471,335 | 141·32 | 6·45 | 1896 |
| 149,679,828 | 39·22 | 32,191,978 | 69,503,470 | 37,311,492 | 33,698,617 | 142·85 | 6·34 | 1897 |
| 151,125,022 | 38·53 | 30,425,592 | 72,523,953 | 42,098,361 | 36,350,900 | 162·12 | 5·99 | 1898 |
| 161,295,353 | 38·48 | 31,428,498 | 77,294,429 | 45,865,931 | 40,598,520 | 152·92 | 5·96 | 1899 |
| 174,824,483 | 40·09 | 34,328,845 | 84,058,264 | 49,729,419 | 43,615,289 | 153·57 | 5 85 | 1900 |

under construction, *vide* paragraph 40 of Report.
not represent the gain or loss to the State, for which information Appendix 30 should be consulted.

and Special and miscellaneous expenditure.

# Appendix 9.
Earnings by systems.



*Gross earnings in* **thousands** *of rupees*

(Referred to in paragraphs

*N. B* —A reference to Appendix 2 will furnish the key to

| Gauge. | 5′ 6″. | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Class: No. | 1 | 2 | | | 3 | 4 | 5 | 6 | 7 | 8 | | | | 9 | | | 10 | | | 11 | | | |
| | | E. B. system. | | | | | | | | North Western system. | | | | G. I. P. system. | | | B. B. & C. I. System | | | Niz.'s G. State system. | | | |
| Calendar Year. | E. I. | 5′ 6″ gauge. (a) | other gauges. (b) to (e) | Total. | B. C. | B. N. | E. C. | P. T. * | O. & R. | Commercial section. | Military section. | Total. | | G. I. P. (a) to (e) | I. M. (f) to (j) | Total. | B. B. & C. I. (a) to (d) & (j) & (k) | R. M. (e) to (i). | Total | Niz.'s (a) & (b) | H. G. V. (c) | Total. | |
| **Passenger Traffic.** | | | | | | | | | | | | | | | | | | | | | | | |
| 1896. | 1,67,96 | 47,02 | Included with 5′6″ gauge section | 47,02 | 5,84 | 14,39 | 12,20 | ... | 34,85 | 89,83 | 11,55 | 1,01,38 | | 80,58 | 20,20 | 1,00,78 | 51,60 | 67,94 | 1,19,54 | 8,38 | ... | 8,38 | |
| 1897. | 1,59,01 | 44,19 | | 44,19 | 6,19 | 12,29 | 13,56 | ... | 32,35 | 87,99 | 10,73 | 98,72 | | 62,48 | 19,41 | 81,89 | 38,33 | 55,99 | 94,32 | 7,71 | ... | 7,71 | |
| 1898. | 1,68,09 | 45,62 | | 45,62 | 6,11 | 12,04 | 13,18 | ... | 36,90 | 97,18 | 11,01 | 1,08,19 | | 54,64 | 20,18 | 74,82 | 31,41 | 57,59 | 89,00 | 7,22 | ... | 7,22 | |
| 1899. | 1,72,54 | 47,87 | | 47,87 | 6,29 | 19,47 | 19,92 | ... | 38,48 | 99,59 | 11,40 | 1,10,85 | | 63,60 | 21,13 | 84,73 | 43,22 | 61,07 | 1,04,29 | 7,56 | 9 | 7,65 | |
| 1900. | 1,84,94 | 52,21 | | 52,21 | 6,59 | 30,46 | 24,06 | ... | 42,84 | 1,06,24 | 11,87 | 1,18,11 | | 67,61 | 21,55 | 89,16 | 48,28 | 58,74 | 1,07,02 | 7,83 | 3,20 | 11,03 | |
| **Parcels and Luggage.** | | | | | | | | | | | | | | | | | | | | | | | |
| 1896. | 11,48 | 4,31 | Included with 5′ 6″ gauge section. | 4,31 | 31 | 1,00 | 41 | ... | †2,06 | 7,43 | 1,12 | 8,55 | | 12,06 | 2,14 | 14,20 | 5,82 | 5,67 | 11,49 | 76 | ... | 76 | |
| 1897. | 15,91 | 3,49 | | 3,49 | 46 | 1,20 | 46 | ... | 2,44 | 13,94 | 1,95 | 15,89 | | 11,96 | 2,56 | 14,52 | 6,15 | 6,69 | 12,84 | 86 | ... | 86 | |
| 1898. | 14,50 | 4,05 | | 4,05 | 61 | 1,11 | 50 | ... | 2,47 | 10,52 | 1,34 | 11,86 | | 12,86 | 2,51 | 15,37 | 6,23 | 6,26 | 12,49 | 92 | ... | 92 | |
| 1899. | 15,34 | 4,82 | | 4,82 | 58 | 1,42 | 85 | ... | 2,61 | 8,78 | 1,20 | 9,98 | | 14,14 | 3,34 | 17,48 | 5,93 | 5,62 | 11,55 | 91 | 1 | 92 | |
| 1900. | 18,41 | 5,61 | | 5,61 | 49 | 2,89 | 1,45 | ... | 3,20 | 9,82 | 1,42 | 11,24 | | 15,51 | 3,30 | 18,81 | 6,43 | 5,96 | 12,39 | 98 | 21 | 1,19 | |
| **Goods Traffic.** | | | | | | | | | | | | | | | | | | | | | | | |
| 1896. | 3,59,23 | 56,06 | 34,15 | 90,21 | 3,25 | 42,64 | 10,01 | 4,01 | 45,50 | 1,65,27 | 19,04 | 1,84,31 | | 2,43,90 | 33,01 | 2,76,91 | 1,03,88 | 1,34,87 | 2,38,75 | 24,33 | ... | 24,33 | |
| 1897. | 4,13,21 | 57,21 | 31,85 | 89,06 | 3,86 | 42,33 | 11,35 | 3,52 | 42,66 | 1,81,25 | 19,28 | 2,00,56 | | 2,02,94 | 39,14 | 2,42,08 | 97,54 | 1,30,24 | 2,27,78 | 28,24 | ... | 28,24 | |
| 1898. | 4,16,02 | 54,25 | 33,31 | 87,56 | 2,54 | 48,05 | 11,76 | 3,65 | 49,49 | 2,46,46 | 17,39 | 2,63,85 | | 2,74,62 | 41,94 | 3,16,56 | 1,18,50 | 1,58,57 | 2,77,07 | 31,45 | ... | 31,45 | |
| 1899. | 4,47,26 | 55,11 | 37,63 | 92,74 | 3,38 | 63,64 | 20,54 | 3,83 | 57,89 | 2,23,35 | 16,65 | 2,40,00 | | 2,72,16 | 51,76 | 3,23,92 | 1,28,17 | 1,93,45 | 3,21,62 | 34,22 | 53 | 34,75 | |
| 1900. | 4,79,03 | 60,16 | 43,11 | 1,03,27 | 5,26 | 91,62 | 32,03 | 4,38 | 55,74 | 1,78,38 | 17,59 | 1,95,97 | | 2,52,59 | 84,60 | 3,37,19 | 1,32,11 | 2,28,06 | 3,60,17 | 42,56 | 6,76 | 49,32 | |
| **Total gross earnings.¶** | | | | | | | | | | | | | | | | | | | | | | | |
| 1896. | 5,57,02 | 87,93 | 63,59 | 1,51,52 | 9,33 | 63,69 | 24,05 | 4,41 | 86,97 | 2,73,31 | 33,27 | 3,06,58 | | 3,49,54 | 58,37 | 4,07,91 | 1,66,21 | 2,14,97 | 3,81,18 | 34,58 | ... | 34,58 | |
| 1897. | 6,07,14 | 89,35 | 58,91 | 1,48,26 | 11,38 | 62,00 | 28,57 | 3,94 | 85,16 | 3,04,50 | 34,96 | 3,39,46 | | 2,83,32 | 64,48 | 3,52,80 | 1,46,57 | 1,99,99 | 3,46,56 | 37,77 | ... | 37,77 | |
| 1898. | 6,17,18 | 86,81 | 61,10 | 1,47,91 | 10,25 | 68,79 | 27,67 | 4,28 | 98,52 | 3,68,25 | 31,47 | 3,99,72 | | 3,53,23 | 67,83 | 4,21,06 | 1,62,67 | 2,28,52 | 3,91,19 | 40,77 | ... | 40,77 | |
| 1899. | 6,55,07 | 90,53 | 67,45 | 1,57,98 | 11,40 | 90,73 | 43,42 | 4,47 | 1,11,31 | 3,44,93 | 30,68 | 3,75,61 | | 3,62,54 | 79,88 | 4,42,42 | 1,82,07 | 2,67,26 | 4,49,33 | 44,23 | 63 | 44,86 | |
| 1900. | 7,06,48 | 96,16 | 78,78 | 1,74,94 | 13,33 | 1,29,75 | 60,48 | 5,33 | 1,16,76 | 3,08,46 | 32,41 | 3,40,87 | | 3,46,29 | 1,13,17 | 4,59,46 | 1,88,92 | 2,99,16 | 4,88,08 | 52,69 | 10,63 | 63,32 | |
| **Net earnings.** | | | | | | | | | | | | | | | | | | | | | | | |
| 1896. | 3,76,21 | 52,99 | 37,42 | 90,41 | 3,47 | 29,28 | 5,29 | 2,19 | 43,51 | 1,23,88 | 74 | 1,24,62 | | 1,64,74 | 24,36 | 1,89,10 | 91,27 | 1,17,67 | 2,08,94 | 17,67 | ... | 17,67 | |
| 1897. | 4,24,74 | 47,82 | 33,20 | 81,02 | 4,90 | 29,79 | 8,69 | 1,49 | 36,97 | 1,52,38 | 2,18 | 1,54,56 | | 1,01,77 | 28,29 | 1,30,06 | 65,96 | 1,04,06 | 1,70,02 | 19,95 | ... | 19,95 | |
| 1898. | 4,18,02 | 50,47 | 32,99 | 83,46 | 3,68 | 33,64 | 6,51 | 1,49 | 53,08 | 1,96,93 | −40 | 1,96,53 | | 1,50,03 | 30,26 | 1,80,29 | 88,08 | 1,29,55 | 2,17,63 | 23,70 | ... | 23,70 | |
| 1899. | 4,37,30 | 45,90 | 38,11 | 84,01 | 4,42 | 47,21 | 15,15 | 1,93 | 60,77 | 1,78,90 | −7,19 | 1,71,71 | | 1,67,15 | 34,47 | 2,01,62 | 96,31 | 1,52,78 | 2,49,09 | 26,87 | 36 | 27,23 | |
| 1900. | 4,60,79 | 50,24 | 44,39 | 94,63 | 5,50 | 77,13 | 26,55 | 1,73 | 56,72 | 1,46,61 | −2,47 | 1,44,14 | | 1,64,50 | 59,53 | 2,24,02 | 88,33 | 1,64,35 | 2,52,68 | 30,81 | 4,21 | 35,02 | |

* Open only for goods traffic. † Excluding Hardwar-Dehra railway for which information is not available.
¶ This includes earnings from electric telegraph, steam

Note.—For net earnings of individual

Note.—For earnings per mile worked and per

# DIX 9.

## *of each Railway Administration.*

# Appendix 9.
Earnings by systems.

15 and 37 of Report.)
the code letters used to express railway systems.

| | | 3' 3⅜". | | | | | | | | | | | | | 2' 6". | | | | | | 2' 0". | | | | Gauge. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | | 13 | 14 | 15 | 16. | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | Class: No. |
| Madras System. | | | | | | | | | | | | | | | | | | | | | | | | | |
| Madras. (a) & (b) | Nilgiri (c) | B. D. | D. S. | A. B. | Deogh ur. | B. & N. W. | R. and K. | J. B. | U. C. | B. G. J. P. | S. M. | W. I. P. | S. I. | Burma. | M.R. W. | B. L. | B. P. | R K. L. | T. B. | C. C. | D. H. | H. A. | H. S. | Jorhat | Calendar year. |
| **PASSENGER TRAFFIC.** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40,81 | ... | 43 | 1,10 | 3,69 | 26‡ | 20,90 | 4,56 | 5,02 | 90 | 10,62 | 32,39 | 60 | 46,96 | 37,24 | 2,34 | ... | ... | ... | ... | 3‡ | 2,27 | ... | ... | 11‡ | 1896 |
| 40,02 | ... | 39 | 1,15 | 5,07 | 26 | 21,84 | 4,62 | 4,57 | 82 | 9,75 | 27,12 | 41 | 49,27 | 41,81 | 2,26 | 18 | ... | ... | ... | 1 | 2,25 | ... | ... | 10 | 1897 |
| 34,91 | ... | 42 | 1,11 | 6,83 | 27 | 23,04 | 5,23 | 4,58 | 85 | 8,57 | 18,12 | 36 | 43,36 | 41,73 | 2,06 | 17 | 67‡ | ... | 32‡ | ... | 2,25 | 1,83 | 67 | 12 | 1898 |
| 30,14 | 40 | 46 | 1,16 | 8,58 | 29 | 25,85 | 5,44 | 5,17 | 90 | 9,87 | 16,55 | 45 | 41,93 | 41,01 | 2,19 | 19 | 58 | 45‡ | 37 | ... | 2,06 | 2,38 | 69 | 12 | 1899 |
| 35,27 | 84 | 58 | 1,28 | 9,07 | 31 | 29,45 | 5,57 | 4,56 | 82 | 9,28 | 25,16 | 49 | 47,73 | 48,72 | 2,16 | 23 | 67 | 67 | 39 | ... | 2,20 | 2,39 | 70 | 12 | 1900 |
| **PARCELS AND LUGGAGE.** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4,43 | ... | 6 | 9 | 12 | Information not available. | 73 | 37 | 36 | 4 | 40 | 2,33 | Information not available. | 1,56§ | 1,06 | 11 | ... | ... | ... | ... | ... | 58 | ... | ... | ... | 1896 |
| 4,93 | ... | 6 | 10 | 19 | | 86 | 41 | 37 | 4 | 43 | 2,25 | | 1,61 | 1,14 | 14 | 2 | ... | ... | ... | ... | 55 | ... | ... | ... | 1897 |
| 4,73 | ... | 7 | 10 | 31 | | 87 | 44 | 38 | 4 | 48 | 2,83 | | 1,71 | 1,33 | 16 | 2 | ... | ... | ... | ... | 72 | ... | ... | ... | 1898 |
| 4,54 | 8 | 7 | 12 | 40 | | 99 | 26 | 34 | 5 | 50 | 2,19 | | 1,71 | 1,32 | 15 | 2 | ... | ... | .. | ... | 59 | ... | ... | ... | 1899 |
| 5,04 | 22 | 8 | 12 | 42 | | 1,18 | 49 | 41 | 5 | 50 | 2,62 | | 1,88‖ | 1,55 | 15 | 2 | ... | ... | ... | ... | 61 | ... | ... | ... | 1900 |
| **GOODS TRAFFIC.** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 62,12 | ... | 2,06 | 4,72 | 2,17 | 4 | 28,73 | 5,99 | 6,98 | 38 | 9,92 | 53,84 | 1,53 | 41,63 | 35,48 | 1,25 | ... | ... | ... | ... | 23 | 4,74 | ... | ... | 78 | 1896 |
| 68,66 | ... | 2,27 | 6,40 | 4,24 | 4 | 28,29 | 5,66 | 6,86 | 34 | 9,71 | 61,73 | 81 | 40,04 | 41,76 | 1,30 | 85 | ... | ... | ... | 10 | 4,43 | ... | ... | 85 | 1897 |
| 66,52 | ... | 1,96 | 6,67 | 5,36 | 5 | 32,49 | 7,28 | 8, 4 | 51 | 10,01 | 48,85 | 1,11 | 39,00 | 44,53 | 1,36 | 1,09 | 6 | ... | 49 | 2 | 4,32 | 5 | 4 | 83 | 1898 |
| 69,05 | 35 | 2,03 | 7,42 | 6,47 | 4 | 41,44 | 8,99 | 14,62 | 1,09 | 11,09 | 54,24 | 3,43 | 41,99 | 43,00 | 1,67 | 1,32 | 6 | 1 | 52 | 9 | 4,27 | 11 | 4 | 83 | 1899 |
| 69,27 | 61 | 2,49 | 7,70 | 6,72 | 4 | 40,07 | 8,50 | 12,64 | 2,26 | 12,85 | 55,89 | 1,77 | 39,73 | 57,07 | 1,74 | 97 | 9 | 2 | 50 | 5 | 5,01 | 15 | 5 | 73 | 1900 |
| **TOTAL GROSS EARNINGS ¶** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.10,97 | ... | 2,70 | 6,47 | 6,19 | 30 | 57,87 | 12,55 | 12,85 | 1,35 | 21,78 | 91,63 | 2,97 | 92,33 | 76,09 | 3,87 | ... | ... | ... | ... | 26 | 7,82 | ... | ... | 90 | 1896 |
| 1.17.38 | ... | 2,86 | 8,20 | 9,91 | 30 | 59,94 | 12,51 | 12,40 | 1,23 | 21,11 | 94,08 | 1,80 | 94,84 | 86,76 | 4,27 | 1.08 | ... | ... | ... | 11 | 7,44 | ... | ... | 96 | 1897 |
| 1.09.69 | ... | 2,69 | 8,37 | 13,08 | 32 | 64,76 | 14,96 | 13,60 | 1,44 | 20,04 | 71,70 | 2,21 | 87,65 | 89,91 | 3,76 | 1,30 | 74 | ... | 86 | 2 | 7,55 | 1,90 | 76 | 96 | 1898 |
| 1,07,73 | 84 | 2,73 | 9,22 | 16,20 | 33 | 77,83 | 17,38 | 20,84 | 2,11 | 22,43 | 75,87 | 5,72 | 87,90 | 88,26 | 4,20 | 1,56 | 66 | 46 | 95 | 9 | 7,15 | 2,51 | 73 | 96 | 1899 |
| 1,13.39 | 1,76 | 3,49 | 9,67 | 17,10 | 35 | 80,47 | 16,91 | 18,22 | 3,18 | 23,63 | 86,89 | 3,34 | 91,95 | 1,10,30 | 4,23 | 1.24 | 77 | 69 | 96 | 5 | 8,09 | 2,56 | 76 | 87 | 1900 |
| **NET EARNINGS.** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 54,59 | ... | 1,31 | 3,12 | 33 | 11 | 32,42 | 4,57 | 8,13 | 54 | 10,74 | 39,69 | —79 | 41,37 | 29,86 | 1,82 | ... | ... | ... | ... | ... | 3,66 | ... | ... | 14 | 1896 |
| 60,97 | ... | 1,45 | 2,55 | 72 | 11 | 33,70 | 5,08 | 8,11 | 43 | 9,32 | 40,42 | —1,60 | 44,24 | 38,82 | 2,11 | 22 | ... | ... | ... | —32 | 3,40 | ... | ... | 14 | 1897 |
| 55,51 | ... | 1,15 | 2,87 | 54 | 7 | 36,67 | 7,24 | 8,09 | 62 | 8,28 | 21,39 | —1,10 | 39,38 | 37,88 | 1,64 | 24 | 21 | ... | 20 | —1,22 | 3,18 | 79 | 21 | 20 | 1898 |
| 50,97 | 20 | 1,18 | 4,71 | 3,23 | 6 | 41,51 | 8,69 | 12,72 | 1,05 | 10,79 | 24,44 | 164 | 40,95 | 35,79 | 1,70 | 65 | 12 | 8 | 26 | —85 | 2,57 | 1,13 | 21 | —6 | 1899 |
| 54,37 | 1 01 | 1 94 | 4,81 | 3,64 | 7 | 40,89 | 8,76 | 10,13 | 1,86 | 11,75 | 30,60 | —66 | 45,29 | 48,95 | 1,59 | 42 | 21 | 19 | 26 | —25 | 3,62 | 1,23 | 27 | —15 | 1900 |

‡ Total coaching traffic. § Excluding Káraikkal-Peralam and Pondicherry railways. ‖ Excluding Pondicherry railway.
boat and other items not shown in details above.
railways, see Appendix 30.
train-mile, see Appendices 19 and 20.

## Appendix 10.
Grain traffic.

## APPEN

### *Grain imported into, and exported,*

NOTE.—The figures under "imported" against sea ports represent the quantity brought in by rail and river, the greater portion of which is intended

(Referred to in para

| Calendar year. | BRITISH PROVINCES (EXCLUDING CHIEF SEA PORTS) | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | BENGAL. | | BOMBAY. | | SIND. | | MADRAS. | | NORTH-WESTERN PROVINCES AND OUDH. | | PUNJAB. | | CENTRAL PROVINCES. | | BERAR. | | ASSAM. | | TOTAL BRITISH PROVINCES. | |
| | Imported. | Exported. | Imported. | Exported. | Imported. | Exported. | Imported. | Exported. | Imported. | Exported. | Imported. | Exported. | Imported. | Exported. | Imported. | Exported. | Imported. | Exported. | Imported. | Exported. |
| **WHEAT.** | | | | | | | | | | | | | | | | | | | | |
| 1896 | 3,195 | 24,927 | 16,934 | 12,882 | 1,833 | 44,824 | 3,084 | 984 | 50,266 | 61,313 | 5,856 | 119,744 | 5,421 | 66,540 | 1,139 | 4,161 | 366 | 14 | 88,694 | 335,389 |
| 1897 | 15,477 | 8,190 | 27,894 | 18,768 | 715 | 45,346 | 2,039 | 306 | 29,950 | 176,090 | 14,429 | 149,208 | 27,663 | 13,270 | 13,397 | 177 | 181 | 14 | 131,735 | 411,378 |
| 1898 | 17,938 | 37,27[illegible] | 10,224 | 74,565 | 4,123 | 93,235 | 2,951 | 188 | 5,176 | 396,192 | 4,320 | 486,477 | 5,775 | 88,836 | 10,909 | 393 | 234 | 44 | 61,640 | 1,177,202 |
| 1899 | 15,620 | 89,550 | 30,357 | 101,599 | 8,24[illegible] | 47,328 | 3,022 | 874 | 6,040 | 371,155 | 22,332 | 334,191 | 7,889 | 64,995 | 16,960 | 108 | 165 | 107 | 110,636 | 1,009,907 |
| 1900 | 19,496 | 74,972 | 115,458 | 7,026 | 5,207 | 34,219 | 3,720 | 679 | 14,357 | 419,414 | 49,460 | 185,798 | 36,323 | 12,987 | 26,651 | 170 | 3,121 | 53 | 270,793 | 734,413 |
| **RICE.** | | | | | | | | | | | | | | | | | | | | |
| 1896 | 140,845 | 518,919 | 20,470 | 3,983 | 3,222 | 10,919 | 19,679 | 145,577 | 76,519 | 30,278 | 11,636 | 4,988 | 482 | 55,977 | 11,560 | 74 | 53,902 | 53,113 | 338,375 | 823,824 |
| 1897 | 313,419 | 400,020 | 57,369 | 3,319 | 1,065 | 29,514 | 23,291 | 185,158 | 149,607 | 20,226 | 37,415 | 5,116 | 57,989 | 31,443 | 14,754 | 79 | 36,346 | 74,961 | 657,585 | 749,836 |
| 1898 | 82,965 | 556,532 | 33,368 | 8,576 | 894 | 39,343 | 46,229 | 79,732 | 28,684 | 48,732 | 32,683 | 4,392 | 1,021 | 61,511 | 16,476 | 33 | 48,144 | 44,619 | 290,464 | 843,469 |
| 1899 | 129,443 | 781,655 | 149,792 | 7,303 | 889 | 34,018 | 22,867 | 156,767 | 46,305 | 52,407 | 28,521 | 4,250 | 67,937 | 65,218 | 30,982 | 474 | 32,642 | 59,563 | 509,378 | 1,161,664 |
| 1900 | 137,725 | 1,130,566 | 442,688 | 7,120 | 1,665 | 29,878 | 59,088 | 145,567 | 118,569 | 42,705 | 32,405 | 6,292 | 316,171 | 10,086 | 37,811 | 318 | 24,989 | 81,366 | 1,171,711 | 1,453,898 |
| **OTHER GRAINS AND PULSE.** | | | | | | | | | | | | | | | | | | | | |
| 1896 | 16,356 | 358,109 | 62,232 | 112,114 | 6,525 | 43,857 | 57,211 | 44,936 | 371,930 | 40,573 | 40,807 | 154,415 | 33,004 | 33,425 | 3,392 | 21,155 | 22,128 | 78 | 413,585 | 808,656 |
| 1897 | 41,757 | 193,037 | 246,438 | 33,630 | 6,909 | 95,901 | 46,470 | 99,289 | 181,243 | 82,914 | 54,753 | 96,559 | 19,407 | 25,288 | 9,534 | 7,040 | 19,108 | 126 | 625,618 | 632,890 |
| 1898 | 60,000 | 147,161 | 79,332 | 59,072 | 5,238 | 42,271 | 95,046 | 17,268 | 67,218 | 139,795 | 30,479 | 102,269 | 13,863 | 72,535 | 5,168 | 19,217 | 21,401 | 111 | 377,685 | 599,703 |
| 1899 | 73,721 | 367,270 | 214,794 | 80,145 | 2,694 | 58,193 | 47,392 | 138,093 | 76,955 | 403,212 | 130,578 | 50,342 | 16,882 | 60,243 | 18,817 | 28,316 | 21,012 | 399 | 602,845 | 1,186,217 |
| 1900 | 29,962 | 477,335 | 507,188 | 10,375 | 2,694 | 89,379 | 54,389 | 143,519 | 86,304 | 599,015 | 108,231 | 97,979 | 81,074 | 28,007 | 65,500 | 6,241 | 16,930 | 301 | 952,272 | 1,452,151 |

# DIX 10.

## *from, the several Provinces.*

# Appendix 10.
Grain traffic.

for export out of India by sea. The figures shown under head "exported" represents the quantity sent out by rail and river and *not by sea.*

graph 18 of Report.)

| NATIVE STATES. | | | | | | | | CHIEF SEA PORTS. | | | | | | | | | | GRAND TOTAL. | | Calendar year. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Rajputana and Central India. | | Nizam's Territory. | | Mysore. | | Total Native States. | | Calcutta. | | Bombay. | | Kurrachi. | | Madras Ports. | | Total Sea Ports. | | | | |
| Imported. | Exported. | Imported. | Exported. | Imported. | Exported. | Imported. | Exported. | Imported. | Exported | Imported. | Exported. | Imported. | Exported. | Imported. | Exported. | Imported. | Exported. | Imported. | Exported. | |
| **WHEAT.** | | | | | | | | | | | | | | | | | | | | |
| 37,482 | 52,103 | 2,730 | 1,257 | 2,720 | 408 | 42,932 | 53,768 | 77,415 | 913 | 125,785 | 1,222 | 119,327 | 23 | 1,271 | 225 | 323,798 | 2,383 | 455,424 | 391,540 | 1896. |
| 46,012 | 21,420 | 4,913 | 184 | 2,351 | 79 | 53,276 | 21,683 | 81,771 | 2,143 | 24,347 | 14,399 | 136,284 | 12 | 473 | 340 | 242,875 | 16,894 | 427,886 | 449,955 | 1897. |
| 13,800 | 33,702 | 3,808 | 639 | 945 | 77 | 18,553 | 34,418 | 273,448 | 2,272 | 346,485 | 2,165 | 313,183 | 2 | 397 | 318 | 933,513 | 4,757 | 1,013,706 | 1,216,377 | 1898. |
| 100,447 | 22,998 | 4,639 | 1,886 | 2,539 | 208 | 107,625 | 25,092 | 212,280 | 3,866 | 216,376 | 6,938 | 364,960 | 80 | 406 | 352 | 794,022 | 11,236 | 1,012,283 | 1,046,235 | 1899. |
| 297,119 | 5,935 | 12,188 | 238 | 3,490 | 190 | 312,797 | 6,363 | 86,263 | 22,831 | 20,897 | 37,491 | 112,383 | 730 | 356 | 1,667 | 219,904 | 62,719 | 803,494 | 803,495 | 1900. |
| **RICE.** | | | | | | | | | | | | | | | | | | | | |
| 28,370 | 752 | 10,134 | 703 | 22,888 | 4,289 | 61,392 | 5,744 | 433,917 | 123,826 | 10,188 | 8,631 | 10,229 | 203 | 54,994 | 20,897 | 509,328 | 153,557 | 909,095 | 983,125 | 1896. |
| 26,598 | 1,143 | 30,153 | 276 | 16,657 | 6,304 | 73,408 | 7,917 | 359,555 | 453,213 | 4,557 | 71,841 | 20,739 | 172 | 152,872 | 29,035 | 537,723 | 554,251 | 1,268,716 | 811,884 | 1897. |
| 20,151 | 2,116 | 25,618 | 805 | 19,970 | 10,595 | 65,739 | 13,516 | 511,508 | 55,253 | 18,598 | 18,357 | 38,894 | 84 | 59,002 | 53,517 | 628,002 | 127,214 | 984,205 | 984,196 | 1898. |
| 31,083 | 3,008 | 28,414 | 396 | 23,483 | 51,813 | 81,980 | 55,219 | 655,245 | 93,929 | 33,763 | 122,265 | 20,708 | 81 | 117,342 | 26,322 | 827,058 | 242,604 | 1,418,416 | 1,459,487 | 1899. |
| 56,825 | 825 | 94,190 | 494 | 34,877 | 2,945 | 185,892 | 4,264 | 715,382 | 148,403 | 7,696 | 449,359 | 28,724 | 196 | 56,906 | 109,587 | 808,708 | 707,547 | 2,165,711 | 2,165,709 | 1900. |
| **OTHER GRAINS AND PULSE.** | | | | | | | | | | | | | | | | | | | | |
| 54,522 | 52,769 | 2,987 | 19,695 | 5,143 | 59,742 | 62,652 | 132,206 | 189,789 | 34,636 | 124,082 | 12,446 | 22,762 | 1,065 | 39,873 | 26,995 | 376,506 | 75,142 | 852,743 | 1,016,004 | 1896. |
| 51,940 | 60,046 | 10,046 | 55,153 | 7,315 | 124,107 | 69,301 | 239,306 | 130,521 | 42,419 | 38,296 | 39,905 | 51,698 | 1,195 | 57,826 | 13,872 | 278,341 | 97,351 | 973,260 | 969,587 | 1897. |
| 31,242 | 111,131 | 7,906 | 20,086 | 12,976 | 49,762 | 52,124 | 180,979 | 161,169 | 21,670 | 181,655 | 4,207 | 48,667 | 451 | 24,771 | 39,325 | 416,263 | 65,653 | 846,072 | 846,335 | 1898. |
| 215,293 | 35,461 | 7,489 | 57,740 | 6,801 | 39,224 | 229,583 | 132,425 | 283,715 | 45,523 | 200,217 | 62,155 | 80,719 | 371 | 69,153 | 32,631 | 633,804 | 140,680 | 1,466,232 | 1,459,322 | 1899. |
| 395,774 | 30,663 | 34,236 | 42,649 | 8,344 | 44,759 | 438,354 | 118,071 | 251,890 | 66,011 | 776,846 | 152,824 | 93,047 | 775 | 31,675 | 55,092 | 454,297 | 274,702 | 1,844,923 | 1,844,924 | 1900. |

## Appendix II.
Number of Passengers.

## APPEN

*Number of passengers carried on each railway, and average*

(Referred to in paragraph

*N. B.*—A reference to Appendix 2 will furnish the key

| GAUGE. | 5′ 6″ GAUGE. | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CLASS: No. | 1 | | | 2 | | | 3 | | | 4 | | | 5 | | |
| | EAST INDIAN. | | | EASTERN BENGAL STATE. | | | BENGAL CENTRAL. | | | BENGAL-NÁGPUR. | | | EAST COAST STATE. | | |
| Calendar year. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. |
| **1ST CLASS PASSENGERS.** | | | | | | | | | | | | | | | |
| 1896 | 65,3 | 126·21 | 15·43 | 49,7 | 53·95 | 13·22 | 2,7 | 38·44 | 9·81 | 6,7 | 84·06 | 13·58 | 3,8 | 43·81 | 18·41 |
| 1897 | 66,0 | 120·60 | 15·23 | 47,3 | 35·47 | 13·25 | 2,7 | 43·92 | 9·65 | 7,0 | 74·37 | 13·85 | 4,6 | 44·02 | 17·78 |
| 1898 | 70,4 | 124·42 | 15·24 | 46,6 | 52·19 | 13·23 | 3,2 | 37·82 | 9·72 | 6,0 | 103·08 | 13·53 | 4,8 | 53·35 | 17·18 |
| 1899 | 70,3 | 120·23 | 15·63 | 49,1 | 51·45 | 12·84 | 3,2 | 39·12 | 12·00 | 6,7 | 112·13 | 13·59 | 6,8 | 91·54 | 15·94 |
| 1900 | 70,5 | 121·44 | 15·1 | 45,0 | 53·72 | 13·55 | 2,3 | 43·22 | 14·00 | 8,6 | 117·42 | 13·66 | 7,2 | 130·11 | 15·23 |
| **2ND CLASS PASSENGERS.** | | | | | | | | | | | | | | | |
| 1896 | 206,9 | 122·50 | 6·50 | 144,3 | 43·80 | 6·32 | 33,0 | 22·52 | 4·84 | 17,2 | 74·82 | 5·41 | 21,3 | 28·60 | 8·28 |
| 1897 | 199,2 | 124·53 | 6·36 | 114,0 | 52·72 | 6·13 | 29,8 | 27·84 | 4·85 | 15,6 | 83·16 | 5·65 | 26,4 | 23·91 | 8·57 |
| 1898 | 212,4 | 118·96 | 6·43 | 127,0 | 50·78 | 6·21 | 39,2 | 26·93 | 4·85 | 18,7 | 77·88 | 5·85 | 19,4 | 29·21 | 8·84 |
| 1899 | 210,8 | 111·14 | 6·76 | 125,9 | 51·20 | 6·23 | 27,0 | 29·03 | 6·09 | 25,9 | 79·51 | 5 78 | 29,0 | 56·55 | 7·56 |
| 1900 | 215,1 | 122·14 | 6·54 | 119,1 | 51·09 | 6·58 | 25,9 | 22·97 | 7·30 | 27,8 | 77·55 | 8·18 | 29,7 | 70,22 | 6·79 |
| **INTERMEDIATE CLASS PASSENGERS.** | | | | | | | | | | | | | | | |
| 1896 | 1,191,3 | 59·38 | 3·35 | 948,0 | 32·43 | 3·31 | 116,3 | 31·91 | 3·03 | 41,0 | 48·25 | 2·84 | 1,6 | 59·55 | 4·50 |
| 1897 | 1,273,4 | 54·47 | 3·32 | 834,2 | 33·74 | 3·02 | 88,0 | 36·98 | 3·34 | 40,3 | 47·31 | 2·85 | 2,5 | 59·09 | 4·50 |
| 1898 | 1,447,2 | 52·94 | 3·29 | 895,5 | 32·65 | 3·03 | 56,1 | 37·84 | 3·26 | 42,6 | 43·86 | 2·82 | 8,0 | 51·94 | 4·48 |
| 1899 | 1,464,8 | 52·26 | 3·33 | 939,9 | 30·43 | 3·02 | 55,9 | 34·19 | 3·50 | 49,8 | 52·87 | 2·83 | 10,0 | 85·60 | 4·39 |
| 1900 | 1,618,5 | 52·39 | 3·28 | 981,3 | 28·68 | 3·09 | 61,3 | 32·28 | 3·48 | 53,8 | 64·82 | 2·93 | 15,5 | 93·90 | 4·47 |
| **3RD OR LOWEST CLASS PASSENGERS.** | | | | | | | | | | | | | | | |
| 1896 | 17,190,9 | 62·50 | 2·51 | 9,887,3 | 29·76 | 2·50 | 1,611,0 | 20·04 | 2·95 | 2,194,2 | 58·90 | 1·98 | 2,757,5 | 32·92 | 2·00 |
| 1897 | 16,690,2 | 60·69 | 2·51 | 8,939,8 | 30·95 | 2·50 | 1,536,1 | 22·74 | 2·93 | 2,060,3 | 52·32 | 2·00 | 2,913,6 | 34·35 | 2·02 |
| 1898 | 17,664,3 | 60·48 | 2·51 | 9,496,6 | 30·22 | 2·50 | 1,614,5 | 21·90 | 2·94 | 2,179,2 | 48·15 | 1·99 | 2,706,0 | 31·53 | 2·33 |
| 1899 | 18,410,6 | 59·75 | 2·51 | 10,372,4 | 29·71 | 2·50 | 1,645,4 | 22·43 | 2·92 | 2,854,5 | 60·72 | 1·98 | 3,720,0 | 38·66 | 2·48 |
| 1900 | 19,823,7 | 59·80 | 2·51 | 11,344,0 | 29·74 | 2·50 | 1,693,6 | 22·41 | 2·66 | 3,603,6 | 71·98 | 2·11 | 4,407,0 | 39·21 | 2·47 |
| **TOTAL OF ALL CLASSES.** | | | | | | | | | | | | | | | |
| 1896 | 18,654,4 | 63·19 | 2·73 | 11,029,3 | 30·29 | 2·70 | 1,763,0 | 26·89 | 3·04 | 2,259,1 | 58·90 | 2·08 | 2,779,2 | 32·92 | 2·08 |
| 1897 | 18,228,8 | 61·17 | 2·74 | 9,935,3 | 31·56 | 2·70 | 1,656,6 | 23·68 | 3·03 | 2,123,2 | 52·73 | 2·11 | 2,947,1 | 34·30 | 2·10 |
| 1898 | 19,394,3 | 60·79 | 2·73 | 10,565,7 | 30·77 | 2·70 | 1,713,0 | 22·57 | 3·03 | 2,246,5 | 48·46 | 2·12 | 2,738,2 | 31·60 | 2·43 |
| 1899 | 20,156,5 | 60·01 | 2·73 | 11,487,3 | 30·10 | 2·63 | 1,731,5 | 22·95 | 3·03 | 2,936,9 | 60·88 | 2 09 | 3,765,8 | 39·02 | 2·60 |
| 1900 | 21,727,8 | 60·07 | 2·72 | 12,489,4 | 29·95 | 2·68 | 1,783,1 | 22·79 | 3·11 | 3,693,8 | 72·02 | 2·20 | 4,459,4 | 39·75 | 2·60 |
| **AVERAGE COST OF CARRYING EACH PASSENGER IN PIES.** | | | | | | | | | | | | | | | |
| 1896 | | 0·72 | | | 1·02 | | | † | | | 1·32 | | | 1·07 | |
| 1897 | | 0·72 | | | 1·12 | | | 1·45 | | | 1·49 | | | 1·19 | |
| 1898 | | 0·73 | | | 1·13 | | | 1·49 | | | 1·76 | | | 1·53 | |
| 1899 | | 0·75 | | | 1·25 | | | 1·43 | | | 1·09 | | | 1·25 | |
| 1900 | | 0·76 | | | 1·24 | | | 1·24 | | | 0·74 | | | 1·02 | |
| **AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES.** | | | | | | | | | | | | | | | |
| 1896 | | 2·01 | | | 1·70 | | | † | | | 0·76 | | | 1·01 | |
| 1897 | | 2·02 | | | 1·58 | | | 1·58 | | | 0·62 | | | 0·91 | |
| 1898 | | 2·00 | | | 1·56 | | | 1·54 | | | 0·36 | | | 0·90 | |
| 1899 | | 1·98 | | | 1·43 | | | 1·60 | | | 1·00 | | | 1·35 | |
| 1900 | | 1·96 | | | 1·43 | | | 1·87 | | | 1·46 | | | 1·58 | |

*N.B.*—Excludes Calcutta Port Commissioners'

* Excludes Cooch Behar (2′ 6″ gauge) railway. † Included with Eastern Bengal State railway.

# DIX II.

## *distance travelled by, and average rate charged to, each.*

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to the code letters used to express railway systems.

## Appendix II.

Number of Passengers.

5′ 6″ GAUGE—*continued.*

| 7 | | | 8 | | | 9 | | | | | | 10 | | | GAUGE. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | CREAT INDIAN PENINSULA SYSTEM. | | | | | | B., B. & C I SYSTEM | | | CLASS : No. |
| OUDH AND ROHILKHAND. STATE. | | | NORTH WESTERN STATE. | | | GREAT INDIAN PENINSULA. (*a*) to (*e*). | | | INDIAN MIDLAND. (*f*) to (*j*). | | | B. B. & C I. (*a*) to (*d*), (*j*) and (*k*). | | | |
| Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Calendar Year. |
| 1ST CLASS PASSENGERS. | | | | | | | | | | | | | | | |
| 23,0 | 85·91 | 11·46 | 51,5 | 120·67 | 10·95 | 100,0 | 90·85 | 10·97 | 12,4 | 178·36 ‡ | 11·01 ‡ | 137,0 | 21·26 | 9·82 | 1896. |
| 21,3 | 90·13 | 11·15 | 54.8 | 132·47 | 10·51 | 94,0 | 89·48 | 10·71 | 12,6 | 174·08 | 10·40 | 122,6 | 21·60 | 9·74 | 1897. |
| 22,5 | 90·75 | 11·26 | 154,3 | 51·29 | 10·42 | 107,1 | 87·30 | 10·72 | 11,4 | 197·83 | 10·41 | 143,1 | 19·67 | 9·67 | 1898. |
| 22,0 | 93·20 | 11·37 | 52,6 | 116·12 | 10·89 | 111,6 | 87·18 | 10·95 | 12,4 | 186·02 | 10·80 | 155,4 | 20·39 | 9·71 | 1899. |
| 29,1 | 87·14 | 11·52 | 48,2 | 125·33 | 10·72 | 105,5 | 88·12 | 10 96 | 11,9 | 175 95 | 10·86 | 148,8 | 20·56 | 9·66 | 1900. |
| 2ND CLASS PASSENGERS. | | | | | | | | | | | | | | | |
| 68,4 | 88·62 | 4·95 | 158,4 | 123·99 | 4·43 | 764,6 | 51·20 | 3·95 | 40,4 | 155 63 ‡ | 4·64 ‡ | 1,218,0 | 14·62 | 4·75 | 1896. |
| 68,4 | 98·96 | 4·58 | 187,4 | 122·14 | 4·18 | 749.7 | 53·67 | 3·72 | 43,7 | 161·84 | 4·35 | 1,134,5 | 15·63 | 4·63 | 1897. |
| 72,3 | 93·19 | 4·13 | 196,2 | 157·62 | 3·75 | 882,6 | 45·74 | 3·72 | 45,8 | 169·89 | 4·36 | 1,311,3 | 13·06 | 4·57 | 1898. |
| 68,8 | 101·03 | 5·36 | 173,6 | 106·38 | 4·61 | 946,8 | 41·55 | 4·14 | 43,2 | 156·46 | 4·58 | 1,469,1 | 14·80 | 4·65 | 1899. |
| 91,4 | 86·18 | 5·31 | 170,5 | 106·43 | 4·84 | 908,4 | 36 62 | 4·49 | 37,6 | 150·66 | 5·26 | 1,430,9 | 14·62 | 4·20 | 1900. |
| INTERMEDIATE CLASS PASSENGERS. | | | | | | | | | | | | | | | |
| 142,1 | 46·55 | 4·60 | 1,001,4 | 61·69 | 3·01 | 429,1 § | 115·97 | 3·00 | 402,6 § | 78·87 ‡ | 2·98 ‡ | 549,0 | 99·59 | 2·99 | 1896. |
| 244,9 | 43·71 | 3·69 | 864,7 | 62·54 | 3·01 | 321,8 | 118·04 | 3·00 | 360,9 | 76·67 | 2·98 | 364,9 | 109·36 | 2·32 | 1897. |
| 395,3 | 41·66 | 3·36 | 700,9 | 67·72 | 3·01 | 321,9 | 110·71 | 3·00 | 353,2 | 77·03 | 2·97 | 305,3 | 106·61 | 2·99 | 1898. |
| 347,0 | 44·30 | 3·34 | 744,5 | 64·83 | 3·01 | 364,4 | 114·62 | 3·00 | 319,1 | 82·03 | 3·00 | 383,3 | 110·61 | 2·99 | 1899. |
| 392,0 | 45·15 | 3·37 | 916,6 | 65·32 | 3·01 | 465,3 | 106·37 | 3·00 | 292,4 | 83·37 | 2·97 | 404,4 | 107 50 | 2·99 | 1900. |
| 3RD OR LOWEST CLASS PASSENGERS. | | | | | | | | | | | | | | | |
| 5,282,1 | 43·94 | 2·50 | 14,173,9 | 50·07 | 2·26 | 16,145,1 ‖ | 36·29 | 1·95 | 1,383,3 ‖ | 68·58 ‡ | 2·54 ‡ | 15,566,0 | 19·26 | 2·38 | 1896. |
| 4,735,7 | 44·83 | 2·50 | 13,512,3 | 51·15 | 2·26 | 13,317,5 | 33·09 | 1·92 | 1,330,8 | 69·74 | 2·55 | 12,403,7 | 17·62 | 2·98 | 1897. |
| 5,485,9 | 43·57 | 2·50 | 15,300,9 | 50·52 | 2·26 | 12,939,9 | 28·00 | 1·90 | 1,411,9 | 69·20 | 2·55 | 12,146,5 | 14·49 | 2·27 | 1898. |
| 5,954,9 | 42·47 | 2·50 | 16,286,3 | 44·08 | 2·26 | 14,721,7 | 29·32 | 1·91 | 1,659,5 | 100·14 | 2·25 | 14,898,2 | 16·68 | 2·30 | 1899. |
| 6,482,4 | 42·46 | 2·51 | 17,054,4 | 50·06 | 2·26 | 16,211,7 | 28·93 | 1·91 | 1,884,8 | 61·28 | 2·55 | 15,865,5 | 18·22 | 2·32 | 1900. |
| TOTAL OF ALL CLASSES. | | | | | | | | | | | | | | | |
| 5,515,6 | 44·74 | 2·67 | 15,385,2 | 51·82 | 2·44 | 17,438,8 | 22·02 | 2·26 | 1,838,7 | 73·48 ‡ | 2·87 ‡ | 17,470,0 | 21·48 | 2·64 | 1896. |
| 5,070,3 | 45·70 | 2·68 | 14,619,2 | 53·04 | 2·44 | 14,483,0 | 36 41 | 2·27 | 1,748,0 | 74·23 | 2·87 | 14,025,7 | 19·88 | 2·64 | 1897. |
| 3,976,0 | 44·22 | 2·68 | 16,352,3 | 52·26 | 2·43 | 14,251,4 | 31·42 | 2·34 | 1,822,3 | 74·05 | 2·87 | 13,906,2 | 16·44 | 2·64 | 1898. |
| 6,392,7 | 43·22 | 2·67 | 17,257,0 | 45·82 | 2·42 | 16,144,5 | 32·36 | 2·34 | 2,034,2 | 69·42 | 2·88 | 16,906,0 | 18·68 | 2·64 | 1899. |
| 6,994,9 | 43·37 | 2·71 | 18,189,7 | 51·59 | 2·41 | 17,690,9 | 31·72 | 2·31 | 2,226,7 | 66·51 | 2·85 | 17,849,6 | 19·97 | 2·60 | 1900. |
| AVERAGE COST OF CARRYING EACH PASSENGER IN PIES. | | | | | | | | | | | | | | | |
| | | 1 23 | | | 1·32 | | | 1·54 | | | 1·51 ‡ | | | 1·31 ¶ | 1896. |
| | | 1·40 | | | 1·19 | | | 2·17 | | | 1·51 | | | 1·83 | 1897. |
| | | 1·20 | | | 1·13 | | | 2·34 | | | 1·45 | | | 1·40 | 1898. |
| | | 1·12 | | | 1·19 | | | 1·91 | | | 1·66 | | | 1·39 | 1899. |
| | | 1·31 | | | 1·30 | | | 1·65 | | | 1·63 | | | 1 39 | 1900. |
| AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES. | | | | | | | | | | | | | | | |
| | | 1·44 | | | 1·12 | | | 0·72 | | | 1·36 ‡ | | | 1·30 ¶ | 1896. |
| | | 1·28 | | | 1·25 | | | 0·10 | | | 1·32 | | | 0·76 | 1897. |
| | | 1·48 | | | 1·29 | | | 0·00 | | | 1·42 | | | 1·19 | 1898. |
| | | 1·35 | | | 1·23 | | | 0·43 | | | 1·22 | | | 1·21 | 1899. |
| | | 1·40 | | | 1·11 | | | 0·66 | | | 1·22 | | | 1 17 | 1900. |

railway which is open for goods traffic only

‡ Excludes Gwalior Light (2′ 0″ gauge). § Third class by mail trains. ‖ Third class by other than mail trains.

¶ Includes Godhra Rutlam-Nagda (5′ 6″ gauge) railway but excludes Gaekwar's Dabhoi and Rajpipla (2′ 6″ gauge) railways.

P. T. O.

## Appendix 11.
Number of Passengers.

## APPEN

*Number of passengers carried on each railway, and average*

(Referred to in paragraph

*N. B.*—A reference to Appendix 2 will furnish the key

| GAUGE. | 5′ 6″ GAUGE —*concluded* | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CLASS : No. | 10 | | | 11 | | | | | | 12 | | |
| | B. B C. I. SYSTEM. | | | NIZAM'S GUARANTEED STATE SYSTEM. | | | | | | MADRAS | | |
| | Rajputana-Malwa. (*e*) o (*i*). | | | Nizam's Guaranteed State (*a*) and (*b*). | | | Hyderabad-Godavari Valley (*c*) | | | Madras. (*a*) and (*b*). | | |
| Calendar year. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. |
| **1ST CLASS PASSENGERS.** | | | | | | | | | | | | |
| 1896 | 20,1 | 100·69 | 13·60 | 7,6 | 89·13 | 15·00 | ... | ... | ... | 28,7 | 134·84 | 10·69 |
| 1897 | 19,4 | 93·19 | 13·20 | 6,5 | 94·51 | 14·36 | ... | ... | ... | 30,3 | 137·48 | 9·74 |
| 1898 | 20,9 | 88·86 | 13·34 | 8,5 | 81·81 | 15·10 | ... | ... | ... | 27,3 | 133·62 | 11·23 |
| 1899 | 20,5 | 92·36 | 13·52 | 7,9 | 89·70 | 15·24 | 1 | ... | ... | 26,1 | 136·36 | 10·83 |
| 1900 | 20,8 | 84·47 | 13·34 | 7,0 | 82·31 | 15·13 | 2,2 | 68·47 | 11·56 | 24,1 | 141·60 | 11·32 |
| **2ND CLASS PASSENGERS.** | | | | | | | | | | | | |
| 1896 | 75,3 | 91·68 | 6·09 | 38,1 | 80·76 | 4·65 | ... | ... | ... | 123,4 | 85·88 | 4·75 |
| 1897 | 89,8 | 82·38 | 5·60 | 39,4 | 85·88 | 4·37 | ... | ... | ... | 121,7 | 93·59 | 4·46 |
| 1898 | 91,4 | 79·11 | 5·89 | 35,4 | 86·53 | 4·59 | ... | ... | ... | 116,4 | 90·19 | 4·85 |
| 1899 | 83,0 | 84·13 | 6·09 | 39,5 | 87·65 | 4·69 | 7 | ... | ... | 131,1 | 88·61 | 4·73 |
| 1900 | 75,4 | 81·68 | 6·33 | 36,5 | 77·86 | 4·96 | 12,6 | 64·73 | 5·06 | 131,1 | 88·89 | 4·71 |
| **INTERMEDIATE CLASS PASSENGERS.** | | | | | | | | | | | | |
| 1896 | 267,0 | 70·67 | 2·99 | 323,2† | 39·24 | 2·50 | ... | ... | ... | ... | ... | ... |
| 1897 | 218,5 | 70·94 | 2·99 | 277,9 | 39·22 | 2·50 | ... | ... | ... | ... | ... | ... |
| 1898 | 227,2 | 68·75 | 2·99 | 252,9 | 35·18 | 2·50 | ... | ... | ... | ... | ... | ... |
| 1899 | 259,5 | 68·78 | 2·98 | 255,8 | 35·12 | 2·50 | ... | ... | ... | ... | ... | ... |
| 1900 | 275,3 | 68·17 | 2·98 | 246,1 | 35·65 | 2·50 | ... | ... | ... | ... | ... | ... |
| **3RD OR LOWEST CLASS PASSENGERS.** | | | | | | | | | | | | |
| 1896 | 11,883,5 | 49·54 | 2·00 | 1,053,5‡ | 49·71 | 2·00 | ... | ... | ... | 10,775,8 | 32·79 | 2·10 |
| 1897 | 10,218,0 | 47·16 | 2·00 | 969,3 | 50·12 | 2·00 | ... | ... | ... | 11,259,5 | 30·74 | 2·09 |
| 1898 | 10,505,9 | 47·22 | 2·00 | 913,1 | 50·23 | 2·00 | ... | ... | ... | 9,399,9 | 31·45 | 2·10 |
| 1899 | 10,834,6 | 48·44 | 2·02 | 918,6 | 51·99 | 2·00 | 17,9 | ... | ... | 8,134,5 | 28·24 | 2·11 |
| 1900 | 10,741,4 | 46·95 | 2·00 | 1,015,5 | 50·76 | 2·00 | 573,7 | 48·22 | 2.00 | 8,936,3 | 30·97 | 2·11 |
| **TOTAL OF ALL CLASSES.** | | | | | | | | | | | | |
| 1896 | 12,245,9 | 50·35 | 2·11 | 1,422,4 | 48·37 | 2·33 | ... | ... | ... | 10,927,9 | 33·57 | 2·26 |
| 1897 | 10,545,7 | 48·03 | 2·12 | 1,293,1 | 49·09 | 2·33 | ... | ... | ... | 11,411,5 | 31·71 | 2·25 |
| 1898 | 10,845,4 | 48·02 | 2·12 | 1,209,9 | 48·37 | 2·37 | ... | ... | ... | 9,543,6 | 32·49 | 2·30 |
| 1899 | 11,197,6 | 49·31 | 2·13 | 1,221,8 | 49·90 | 2·38 | 18,7 | 43·35 | 2·28 | 8,291,7 | 29·54 | 2·36 |
| 1900 | 11,112,9 | 47·78 | 2·12 | 1,305,1 | 48·91 | 2·34 | 588,5 | 48·82 | 2·13 | 9,091,5 | 32·10 | 2·32 |
| **AVERAGE COST OF CARRYING EACH PASSENGER IN PIES.** | | | | | | | | | | | | |
| 1896 | | 0·83* | | 0·95 | | | ... | | | 1·01 | | |
| 1897 | | 0·93 | | 0·88 | | | ... | | | 0·96 | | |
| 1898 | | 0·81 | | 0·85 | | | ... | | | 1·07 | | |
| 1899 | | 0·78 | | 0·82 | | | 1·44 | | | 1·19 | | |
| 1900 | | 0·87 | | 0·87 | | | 1·32 | | | 1·11 | | |
| **AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES.** | | | | | | | | | | | | |
| 1896 | | 1·29* | | 1·38 | | | ... | | | 1·25 | | |
| 1897 | | 1·15 | | 1·45 | | | ... | | | 1·29 | | |
| 1898 | | 1·31 | | 1·52 | | | ... | | | 1·23 | | |
| 1899 | | 1·35 | | 1·56 | | | 0·84 | | | 1·17 | | |
| 1900 | | 1·25 | | 1·47 | | | 0·81 | | | 1·21 | | |

* Excludes Godhra-Rutlam-Nagda (5′ 6″ gauge) railway. † Third class by mail trains. ‡ Third class by other than mail trains.

## DIX II—*continued.*



*distance travelled by, and average rate charged to, each.*

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to the code letters used to express railway systems.

| SYSTEM. | | | 3' 3⅜" GAUGE. | | | | | | | | | | | GAUGE. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 13 | | | 14 | | | 15 | | | 16 | | | CLASS No. |
| Nilgiri. (c) | | | BENGAL DOOARS. | | | DIBRU-SADIYA. | | | ASSAM-BENGAL. | | | DEOGHUR. | | | |
| Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Calendar year. |
| **1ST CLASS PASSENGERS.** | | | | | | | | | | | | | | | |
| ... | ... | ... | 4 | 23·18 | 30·85 | 3,8 | 23·53 | 20·73 | 1,0 | 54·18 | 15·73 | 8 | 4·79 | 20·04 | 1896 |
| ... | ... | ... | 6 | 17·73 | 31·17 | 3,8 | 20·84 | 22·28 | 2,7 | 67·81 | 15·75 | 1,0 | 4·79 | 20·04 | 1897 |
| ... | ... | ... | 6 | 23·72 | 25·35 | 4,1 | 19·48 | 22·14 | 3,3 | 65·77 | 15·27 | 2 | 4·79 | 20·04 | 1898 |
| 1,5 | 19·04 | 76·00 | 5 | 23·80 | 26·27 | 4,3 | 21·39 | 21·92 | 3,8 | 61·92 | 15·07 | 1,0 | 4·79 | 20·04 | 1899 |
| 3,2 | 21·55 | 76·00 | 6 | 23·69 | 27·36 | 3,8 | 21·86 | 22·18 | 3,9 | 63·76 | 15·23 | 1,0 | 4·79 | 20·04 | 1900 |
| **2ND CLASS PASSENGERS.** | | | | | | | | | | | | | | | |
| ... | ... | ... | 1,6 | 18·25 | 17·74 | 2,5 | 26·38 | 10·81 | 4,2 | 43·85 | 8·20 | ... | ... | ... | 1896 |
| ... | ... | ... | 1,5 | 17·11 | 18·36 | 2,3 | 24·35 | 11·04 | 5,7 | 48·42 | 8·08 | ... | ... | ... | 1897 |
| ... | ... | ... | 1,5 | 23·59 | 14·02 | 2,9 | 21·58 | 11·31 | 6,6 | 54·94 | 7·69 | ... | ... | ... | 1898 |
| 2,9 | 16·19 | 38·00 | 1,6 | 21·19 | 14·88 | 2,9 | 23·17 | 11·28 | 8,7 | 54·89 | 7·73 | ... | ... | ... | 1899 |
| 5,7 | 19·56 | 38·00 | 1,5 | 19·67 | 16·20 | 2,9 | 22·30 | 11·31 | 9,2 | 53·22 | 7·62 | ... | ... | ... | 1900 |
| **INTERMEDIATE CLASS PASSENGERS.** | | | | | | | | | | | | | | | |
| ... | ... | ... | 1,1 | 22·07 | 5·00 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1896 |
| ... | ... | ... | 1,2 | 24·59 | 4·90 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1897 |
| ... | ... | ... | 1,2 | 24·70 | 4·82 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1898 |
| ... | ... | ... | 1,6 | 23·47 | 4·61 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1899 |
| ... | ... | ... | 1,5 | 21·90 | 4·98 | ... | ... | ... | §1,2 | 43·28 | 4·50 | ... | ... | ... | 1900 |
| **3RD OR LOWEST CLASS PASSENGERS.** | | | | | | | | | | | | | | | |
| ... | ... | ... | 147,2 | 16·48 | 3·00 | 210,8 | 21·91 | 4·00 | 675,7 | 33·77 | 3·00 | 190,2 | 4·79 | 5·41 | 1896 |
| ... | ... | ... | 129,8 | 16·58 | 3·00 | 231,9 | 21·17 | 4·00 | 938,2 | 32·76 | 3·00 | 179,7 | 4·79 | 5·69 | 1897 |
| ... | ... | ... | 145,6 | 16·04 | 3·00 | 229,0 | 20·44 | 4·02 | 1,208,2 | 34·49 | 3·00 | 188,9 | 4·79 | 5·53 | 1898 |
| 45,6 | 10·97 | 7·42 | 161,4 | 16·03 | 3·00 | 236,7 | 20·55 | 4·00 | 1,410,1 | 37·21 | 3·00 | 222,0 | 4·79 | 5·11 | 1899 |
| 74,5 | 11·84 | 7·39 | 217,9 | 15·35 | 3·00 | 272,3 | 20·30 | 4·00 | 1,532,5 | 36·20 | 3·00 | 231,0 | 4·79 | 4·27 | 1900 |
| **TOTAL OF ALL CLASSES.** | | | | | | | | | | | | | | | |
| ... | ... | ... | 150,3 | 16·56 | 3·30 | 217,1 | 21·99 | 4·41 | 680,9 | 33·87 | 3·07 | 191,0 | 4·79 | 5·48 | 1896 |
| ... | ... | ... | 133,1 | 16·89 | 3·34 | 238,0 | 21·20 | 4·36 | 946,6 | 32·95 | 3·12 | 180,7 | 4·79 | 5·76 | 1897 |
| ... | ... | ... | 148,9 | 16·22 | 3·31 | 236,0 | 20·44 | 4·42 | 1,218,1 | 34·68 | 3·10 | 189,9 | 4·79 | 5·60 | 1898 |
| 50,0 | 11·52 | 13·37 | 165,1 | 16·16 | 3·30 | 243,9 | 20·59 | 4·86 | 1,422,6 | 36·87 | 3·10 | 223,0 | 4·79 | 5·18 | 1899 |
| 83,4 | 12·75 | 15·10 | 221,5 | 15·45 | 3·24 | 279,0 | 20·34 | 4·35 | 1,546,8 | 36·37 | 3·09 | 232,0 | 4·79 | 5·34 | 1900 |
| **AVERAGE COST OF CARRYING EACH PASSENGER IN PIES.** | | | | | | | | | | | | | | | |
| | | ... | | 3·48 | | | 2·16 | | | 1·81 | | | | | 1896 |
| | | ... | | 3·00 | | | 3·06 | | | 2·07 | | | | | 1897 |
| | | ... | | 3·90 | | | 3·36 | | | 1·82 | Information not furnished. | | | | 1898 |
| | | ... | | 3·78 | | | 3·00 | | | 1·25 | | | | | 1899 |
| | | ... | | ‖3·48 | | | 2·52 | | | 1·37 | | | | | 1900 |
| **AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES.** | | | | | | | | | | | | | | | |
| | | ... | | *—0·18* | | | 2·25 | | | 1·26 | | | | | 1896 |
| | | ... | | 0·34 | | | 1·30 | | | 1·05 | | | | | 1897 |
| | | ... | | *—0·59* | | | 1·06 | | | 1·28 | Information not furnished. | | | | 1898 |
| | | ... | | *—0·48* | | | 1·86 | | | 1·85 | | | | | 1899 |
| | | ... | | ‖*—0·22* | | | 1·83 | | | 1·72 | | | | | 1900 |

§ Intermediate class introduced from 1st October 1900. ‖ Excludes Bengal-Dooars extensions.

P. T. O. 55

# Appendix II.
## Number of Passengers.

## APPEN

*Number of passengers carried on each railway, and average*

(Referred to in paragraph

*N.B.*—A reference to Appendix 2 will furnish the

| GAUGE. | 3' 3⅜" GAUGE—*continued.* | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CLASS No. | 17 | | | 18 | | | 19 | | | 20 | | | 21 | | |
| | BENGAL AND NORTH-WESTERN. | | | ROHILKUND AND KUMAON. | | | Jodhpur-Bikaner. | | | Udaipur-Chitor. | | | Bhávnagar-Gondal-Junágad-Porbandár. | | |
| Calendar year. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. |
| **1ST CLASS PASSENGERS.** | | | | | | | | | | | | | | | |
| 1896 | 16,4 | 29·59 | 21·06 | 4,3 | 50·44 | 27·78 | 1,6 | 70·24 | 18·00 | 5 | 50·32 | 13·96 | 6,3 | 50·43 | 11·05 |
| 1897 | 17,9 | 22·46 | 21·24 | 4,5 | 52·38 | 27·22 | 1,4 | 71·15 | 18·00 | 3 | 62·05 | 14·35 | 7,2 | 47·23 | 11·08 |
| 1898 | 16,5 | 28·44 | 21·43 | 4,7 | 53·33 | 27·02 | 1,7 | 79·26 | 18·00 | 4 | 67·19 | 16·34 | 8,5 | 48·99 | 11·10 |
| 1899 | 17,5 | 33·27 | 17·03 | 4,6 | 52·74 | 26·64 | 1,2 | 80·32 | 18·00 | 8 | 36·82 | 18·00 | 7,8 | 48·65 | 11·01 |
| 1900† | 17,2 | 40·96 | 12·67 | 4,6 | 50·02 | 26·37 | 1,0 | 78·88 | 18·00 | 4 | .... | 17·96 | 6,7 | 45·48 | 11·13 |
| **2ND CLASS PASSENGERS.** | | | | | | | | | | | | | | | |
| 1896 | 23,5 | 33·76 | 9·96 | 14,7 | 57·62 | 12·90 | 6,9 | 67·41 | 6·00 | 1,7 | 46·88 | 7·80 | 52,2 | 41·98 | 5·44 |
| 1897 | 25,3 | 32·05 | 10·01 | 15,8 | 68·26 | 10·23 | 7,2 | 70·47 | 6·00 | 1,5 | 51·17 | 7·74 | 56,4 | 42 98 | 5·45 |
| 1898 | 24,6 | 31·94 | 10·17 | 17,4 | 69·98 | 9·77 | 7,0 | 68·82 | 6·00 | 1,4 | 56·42 | 8·56 | 58,0 | 41·20 | 5·45 |
| 1899 | 25,3 | 41·13 | 7·87 | 15,9 | 63·57 | 11·17 | 6,9 | 69·76 | 6·00 | 1,3 | 51·55 | 9·00 | 60,8 | 42·71 | 5·44 |
| 1900 | 28,7 | 46·63 | 6·06 | 15,9 | 69·51 | 9·82 | 7,1 | 66·80 | 6·00 | 1,1 | 57·32 | 9·00 | 49,3 | 42·04 | 5·44 |
| **INTERMEDIATE CLASS PASSENGERS.** | | | | | | | | | | | | | | | |
| 1896 | 78,0 | 20·78 | 4·85 | 9,7 | 38·63 | 4·00 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1897 | 68,4 | 24·82 | 4·86 | 9,6 | 38·74 | 4·00 | ... | ... | ... | ... | ... | ... | ... | .... | ... |
| 1898 | 62,2 | 26·10 | 5·01 | 10,7 | 40·13 | 4·00 | ... | ... | ... | 2,2 | 52·06 | 4·00 | ... | .... | .... |
| 1899 | 65,7 | 33·65 | 4·01 | 11,7 | 39·41 | 4·01 | ... | ... | ... | 1,9 | 51·34 | 3·00 | 1,5 | 50·88 | 4·00 |
| 1900 | 79,7 | 42·97 | 3·06 | 11,5 | 40·54 | 3·75 | ... | ... | ... | 2,4 | 56·04 | 3·00 | 42,6 | 38·08 | 4·82 |
| **3RD OR LOWEST CLASS PASSENGERS.** | | | | | | | | | | | | | | | |
| 1896 | 5,447,2 | 34·25 | 2·00 | 930,1 | 33·38 | 2·23 | 840,3 | 54·43 | 2·00 | 199,2 | 36·32 | 2·25 | 2,023,4 | 33·87 | 2·75 |
| 1897 | 5,776,0 | 33·97 | 2·00 | 950,2 | 33·23 | 2·20 | 761,1 | 54·61 | 2·00 | 179,8 | 36·52 | 2·25 | 1,853,8 | 33·37 | 2·75 |
| 1898 | 6,143,7 | 33·86 | 2·00 | 1,088,2 | 33·52 | 2·20 | 760,0 | 54·42 | 2·00 | 176,1 | 41·24 | 2·05 | 1,570,3 | 34·01 | 2·75 |
| 1899 | 6,986,3 | 35·54 | 2·00 | 1,139,7 | 33·88 | 2·20 | 869,1 | 54·47 | 2·00 | 186,2 | 42·84 | 2·00 | 1,813,0 | 34·27 | 2·75 |
| 1900 | 7,939,4 | 33·88 | 2·00 | 1,186,0 | 34·64 | 2·18 | 778,5 | 53·58 | 2·00 | 165,9 | 43·00 | 1·99 | 1,738,0 | 32·63 | 2·75 |
| **TOTAL OF ALL CLASSES.** | | | | | | | | | | | | | | | |
| 1896 | 5,565,1 | 34·23 | 2·10 | 958,8 | 33·88 | 2·70 | 848,8 | 54·57 | 2·08 | 201,4 | 36·45 | 2·35 | 2,081,9 | 34·12 | 2·87 |
| 1897 | 5,887,6 | 33·84 | 2·10 | 980,1 | 39·87 | 2·67 | 769,7 | 54·79 | 2·08 | 181,6 | 36·70 | 2·35 | 1,917,4 | 33·70 | 2·89 |
| 1898 | 6,247,0 | 33·76 | 2·10 | 1,121,0 | 34·23 | 2·62 | 768,7 | 54·62 | 2·09 | 180,1 | 41·54 | 2·20 | 1,636,8 | 34·34 | 2·93 |
| 1899 | 7,094,8 | 33·57 | 2·07 | 1,171,9 | 34·42 | ·59 | 877,2 | 54·63 | 2·07 | 190,2 | 42·96 | 2·12 | 1,883,1 | 34·62 | 2·90 |
| 1900 | 8,065,0 | 34·03 | 2·06 | 1,218,0 | 34·64 | 2·53 | 786,6 | 53·73 | 2·07 | 169,8 | 43·28 | 2·13 | 1,836,6 | 33·05 | 2·93 |
| **AVERAGE COST OF CARRYING EACH PASSENGER IN PIES.** | | | | | | | | | | | | | | | |
| 1896 | | 0·76 | | | 1·25 | | | 0·80 | | | * | | | 1·41 | |
| 1897 | | 0·77 | | | 1·07 | | | 0·72 | | | * | | | 1·53 | |
| 1898 | | 0·82 | | | 1·05 | | | 0·89 | | | 1·50 | | | 1·83 | |
| 1899 | | 0·90 | | | 1·08 | | | 0·84 | | | 1·35 | | | 1·53 | |
| 1900 | | 0·94 | | | 1·02 | | | 0·98 | | | 1·35 | | | 1·52 | |
| **AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES.** | | | | | | | | | | | | | | | |
| 1896 | | 1·34 | | | 1·45 | | | 1·28 | | | * | | | 1·46 | |
| 1897 | | 1·33 | | | 1·60 | | | 1·36 | | | * | | | 1·36 | |
| 1898 | | 1·28 | | | 1·57 | | | 1·20 | | | 0·70 | | | 1·10 | |
| 1899 | | 1·17 | | | 1·51 | | | 1·23 | | | 0·77 | | | 1·37 | |
| 1900 | | 1·12 | | | 1·51 | | | 1·09 | | | 0·78 | | | 1·41 | |

* Included with Rajputana-Malwa railway. † Fares by mail train between Madras and

**DIX II—*continued.***



*distance travelled by, and average rate charged to, each.*

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key to the code letters used to express railway systems.

| 3′ 3⅜″ GAUGE—*concld.* | | | | | | | | | | | | | 2′ 6″ GAUGE. | | | GAUGE. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22 | | | 23 | | | 24 | | | 25 | | | | 26 | | | Class : No. |
| Southern Mahratta. | | | West of India Portuguese. | | | South Indian. | | | Burma. | | | | Morvi. | | | |
| Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Calendar year. |
| **1ST CLASS PASSENGERS.** | | | | | | | | | | | | | | | | |
| 18,0 | 97·25 | 11·44 | 1,9 | 16·70 | 12·00 | 22,7 | 52·00 | 11·73 | 20,8 | 61·62 | 13·87 | | 1,9 | 52·92 | 14·75 | 1896 |
| 18,9 | 89·07 | 11·37 | 1,2 | 17·61 | 12·00 | 22,5 | 52·55 | 11·83 | 24,6 | 55·67 | 13·80 | | 1,8 | 56·83 | 14·36 | 1897 |
| 16,2 | 100·90 | 11·33 | 1,1 | 20·30 | 12·00 | 23,9 | 56·71 | 11·68 | 28,8 | 48·81 | 13·97 | | 2,5 | 53·35 | 14·30 | 1898 |
| 15,6 | 88·52 | 11·33 | 1,9 | 15·41 | 12·00 | 23,8 | 54·05 | 11·65 | 30,3 | 48·92 | 13·83 | | 1,9 | 54·42 | 14·64 | 1899 |
| 17,0 | 93·96 | 11·26 | 1,7 | 18·29 | 12·00 | 27,1 | 51·11 | 11·62 | 28,3 | 54·40 | 14·35 | | 1,6 | 58·15 | 14·65 | 1900 |
| **2ND CLASS PASSENGERS.** | | | | | | | | | | | | | | | | |
| 57,0 | 96·44 | 5·06 | 11,1 | 12·96 | 6·00 | 240,4 | 38·66 | 3·84 | 255,3 | 30·26 | 5·28 | | 7,5 | 52·06 | 7·34 | 1896 |
| 54,7 | 94·16 | 4·89 | 8,7 | 14·28 | 6·00 | 192,1 | 40·45 | 4·65 | 288,2 | 26·38 | 5·54 | | 8,7 | 54·18 | 7·21 | 1897 |
| 47,9 | 91·72 | 5·01 | 8,5 | 14·34 | 6·00 | 118,6 | 45·58 | 5·69 | 229,1 | 26·62 | 6·64 | | 9,8 | 53·83 | 7·26 | 1898 |
| 69,9 | 75·33 | 5·32 | 11,0 | 14·07 | 6·00 | 105,8 | 47·51 | 5·85 | 238,7 | 25·84 | 6·46 | | 9,3 | 54·02 | 7·38 | 1899 |
| 68,4 | 79·67 | 5·34 | 12,5 | 14·72 | 6·00 | 105,3 | 55·16 | 5·21 | 215,9 | 30·98 | 6·83 | | 8,7 | 56·24 | 7·35 | 1900 |
| **INTERMEDIATE CLASS PASSENGERS.** | | | | | | | | | | | | | | | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | ... | ... | ... | 1896 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 36,1 | 193·00 | 3·34 | | ... | ... | ... | 1897 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 103,7 | 90·67 | 3·74 | | ... | ... | ... | 1898 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 86,7 | 60·75 | 3·70 | | ... | ... | ... | 1899 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ‡ | ... | ... | | ... | ... | ... | 1900 |
| **3RD OR LOWEST CLASS PASSENGERS.** | | | | | | | | | | | | | | | | |
| 7,396,5 | 38·83 | 2·00 | 237,2 | 17·31 | 2·50 | 13,722,7 | 31·09 | 1·99 | 7,443,3 | 29·94 | 2·94 | | 328,0 | 41·13 | 3·01 | 1896 |
| 6,346,9 | 37·56 | 2 00 | 174,1 | 15·80 | 2·50 | 13,975,9 | 32·16 | 2·00 | 8,725,5 | 28·62 | 2·87 | | 300,5 | 43·94 | 2·91 | 1897 |
| 3,781,6 | 40·66 | 2·00 | 154,4 | 15·37 | 2·50 | 12,755,0 | 30·91 | 1·99 | 9,694,9 | 27·33 | 2·65 | | 263,6 | 42·68 | 3·01 | 1898 |
| 3,167,0 | 43·30 | 2·00 | 209,0 | 14·16 | 2·50 | 12,626,6 | 30·18 | 2·00 | 9,698,9 | 27·59 | 2·66 | | 281,1 | 43 70 | 3·00 | 1899 |
| 5,305,0 | 41·10 | 2·00 | 229,3 | 13·90 | 2·50 | 13,239,4 | 32·81 | †2·00 | 10,601,6 | 27·15 | 3·01 | | 282,9 | 43·15 | 3·00 | 1900 |
| **TOTAL OF ALL CLASSES.** | | | | | | | | | | | | | | | | |
| 7,471,5 | 39·42 | 2·11 | 250,2 | 17·11 | 2·68 | 13,985,8 | 31·27 | 2·06 | 7,719,4 | 30·04 | 3·08 | | 337,4 | 41·44 | 3·21 | 1896 |
| 6,420,5 | 38·19 | 2·12 | 184,0 | 15·74 | 2·72 | 14,190,5 | 32·30 | 2·06 | 9,074,4 | 29·28 | 3·02 | | 311,0 | 44·30 | 3·14 | 1897 |
| 3,845,7 | 41·55 | 2·17 | 164,0 | 15·35 | 2·76 | 12,897,5 | 31·09 | 2·07 | 10,056,5 | 28·03 | 2·83 | | 275,9 | 43·17 | 3·33 | 1898 |
| 3,252,5 | 44·21 | 2·21 | 221,9 | 14·16 | 2·76 | 12,756,2 | 30·37 | 2·07 | 10,054,6 | 27·90 | 2·82 | | 292,3 | 44·10 | 3·27 | 1899 |
| 5,390,4 | 41·75 | 2·14 | 243,5 | 13·98 | 2·78 | 13,371,8 | 33·10 | 2·07 | 10,845,8 | 27·31 | 3·16 | | 293,2 | 43·57 | 3·25 | 1900 |
| **AVERAGE COST OF CARRYING EACH PASSENGER IN PIES.** | | | | | | | | | | | | | | | | |
| | | 1·09 | | | 5·46 | | | 0·92 | | | 1·33 | | | | 1·68 | 1896 |
| | | 1·11 | | | 8·86 | | | 0·95 | | | 1·21 | | | | 1·56 | 1897 |
| | | 1·52 | | | 9·01 | | | 1·07 | | | 1·27 | | | | 2·16 | 1898 |
| | | 1·44 | | | 5·18 | | | 0·94 | | | 1·29 | | | | 2·28 | 1899 |
| | | 1·27 | | | 8·01 | | | 0·92 | | | 1·29 | | | | 1·92 | 1900 |
| **AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES.** | | | | | | | | | | | | | | | | |
| | | 1·02 | | | *—2·78* | | | 1·14 | | | 1·75 | | | | 1·53 | 1896 |
| | | 1·01 | | | *—6·14* | | | 1·11 | | | 1·81 | | | | 1·58 | 1897 |
| | | 0·65 | | | *—6·25* | | | 1·00 | | | 1·56 | | | | 1·17 | 1898 |
| | | 0·77 | | | *—2·42* | | | 1·13 | | | 1·53 | | | | 0·99 | 1899 |
| | | 0·87 | | | *—5·23* | | | 1·15 | | | 1·87 | | | | 1·33 | 1900 |

Tuticorin raised to 2·50 pies per mile from 1st November 1900. ‡ Intermediate class abolished.

P. T. O.

**Appendix II.**
Number of Passengers.

**APPEN**

*Number of passengers carried on each railway, and average*

(Referred to in paragraph

*N.B.*—A reference to Appendix 2 will furnish the

| GAUGE. | 2' 6" GAUGE.—*concluded.* | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CLASS: No. | 27 | | | 28 | | | 29 | | | 30 | | |
| | BÁRSI. | | | TÁRAKESHWAR-MAGRA. | | | RÁNAGHAT-KRISHNAGAR. | | | TEZPUR-BÁLIPARA. | | |
| Calendar Year. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. |
| **1ST CLASS PASSENGERS.** | | | | | | | | | | | | |
| 1896 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1897 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1898 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1899 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1900 | ... | ... | ... | ... | ... | ... | 3 | ... | ... | ... | ... | ... |
| **2ND CLASS PASSENGERS.** | | | | | | | | | | | | |
| 1896 | * | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1897 | 8 | 21·26 | 11·44 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1898 | 8 | 23·21 | 14·85 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1899 | 7 | 21·35 | 23·56 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1900 | 7 | 21·37 | 22·02 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| **INTERMEDIATE CLASS PASSENGERS.** | | | | | | | | | | | | |
| 1896 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1897 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1898 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1899 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1900 | ... | ... | ... | ... | ... | ... | 11,7 | ... | ... | ... | ... | ... |
| **3RD OR LOWEST CLASS PASSENGERS.** | | | | | | | | | | | | |
| 1896 | † | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1897 | 57,2 | 18·95 | 3·00 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1898 | 49,7 | 19·44 | 3·00 | §371,1 | ... | ... | ... | ... | ... | ‖118,5 | ... | ... |
| 1899 | 54,0 | 20·48 | 3·00 | §326,3 | ... | ... | §156,5 | ... | ... | ‖136,8 | ... | ... |
| 1900 | 64,5 | 20·65 | 3·00 | §393,1 | ... | ... | 226,2 | ... | ... | ‖144,9 | ... | ... |
| **TOTAL OF ALL CLASSES.** | | | | | | | | | | | | |
| 1896 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1897 | 58,0 | 18·98 | 3·13 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1898 | 50,5 | 19·50 | 3·22 | 371,1 | ... | ... | ... | ... | ... | 118,5 | ... | ... |
| 1899 | 54,7 | 20·49 | 3·26 | 326,3 | ... | ... | 156,5 | ... | ... | 136,8 | ... | ... |
| 1900 | 65,2 | 20·66 | 3·21 | 393,1 | ... | ... | 238,2 | ... | ... | 144,9 | ... | ... |
| **AVERAGE COST OF CARRYING EACH PASSENGER IN PIES.** | | | | | | | | | | | | |
| 1896 | ... | | | ... | | | ... | | | ... | | |
| 1897 | ‡ | | | ... | | | ... | | | ... | | |
| 1898 | 5·93 | | | ... | | | ... | | | ... | | |
| 1899 | 2·97 | | | ... | | | ... | | | ... | | |
| 1900 | 3·02 | | | ... | | | ... | | | ... | | |
| **AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES.** | | | | | | | | | | | | |
| 1896 | ... | | | ... | | | ... | | | ... | | |
| 1897 | ‡ | | | ... | | | ... | | | ... | | |
| 1898 | 2·71 | | | ... | | | ... | | | ... | | |
| 1899 | 0·29 | | | ... | | | ... | | | ... | | |
| 1900 | 0·19 | | | ... | | | ... | | | ... | | |

*N. B.*—Excludes Cherra-Companyganj railway which has been closed from

* Upper class. † Lower class. ‡ Information not available. § Total shown under 3rd or lowest class as details by classes not available.

DIX II—*concluded.*



*distance travelled by, and average rate charged to, each.*

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key to the code letters used to express railway systems.

| 2' 0" GAUGE. | | | | | | | | | | | | GAUGE. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32 | | | 33 | | | 34 | | | 35 | | | Class : No. |
| Darjeeling-Himalayan. | | | Howrah-Amta. | | | Howrah-Sheakhalla. | | | Jorhat. | | | |
| Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Calendar year. |
| 1st Class Passengers. | | | | | | | | | | | | |
| 4,9 | 45·55 | 52·00 | — | ... | ... | ... | ... | ... | ... | ... | ... | 1896 |
| 4,8 | 44·77 | 52·41 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1897 |
| 4,2 | 42·40 | 60·18 | 7 | ... | ... | 9 | ... | ... | ... | ... | ... | 1898 |
| 4,1 | 42·02 | 56·48 | 6 | ... | ... | 5 | ... | ... | ... | ... | ... | 1899 |
| 4,7 | 41·58 | 55·22 | 4 | ... | ... | 4 | ... | ... | ... | ... | ... | 1900 |
| 2nd Class Passengers. | | | | | | | | | | | | |
| 11,9 | 39·01 | 30·06 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1896 |
| 11,7 | 43·55 | 27·70 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1897 |
| 12,6 | 40·10 | 29·74 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1898 |
| 11,8 | 39·68 | 28·53 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1899 |
| 10,8 | 38·68 | 29·40 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1900 |
| Intermediate Class Passengers. | | | | | | | | | | | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1896 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1897 |
| ... | ... | ... | 24,0 | ... | ... | 13,0 | ... | ... | ... | ... | ... | 1898 |
| ... | ... | ... | 28,4 | ... | ... | 14,0 | ... | ... | ... | ... | ... | 1899 |
| ... | ... | ... | 28,0 | ... | ... | 12,2 | ... | ... | ... | ... | ... | 1900 |
| 3rd or Lowest Class Passengers. | | | | | | | | | | | | |
| 46,3 | 30·87 | 12·57 | ... | ... | ... | ... | ... | ... | §56,7 | ... | ... | 1896 |
| 45,4 | 34·29 | 11·41 | ... | ... | ... | ... | ... | ... | §57,2 | ... | ... | 1897 |
| 44,4 | 27·81 | 14·23 | 604,9 | ... | ... | 271,0 | ... | ... | §58,3 | ... | ... | 1898 |
| 44,8 | 27·80 | 13·04 | 737,5 | ... | ... | 275,8 | ... | ... | §62,0 | ... | ... | 1899 |
| 49,1 | 26·96 | 14·52 | 744,0 | ... | ... | 286,3 | ... | ... | §60,4 | ... | ... | 1900 |
| Total of all Classes. | | | | | | | | | | | | |
| 63,1 | 33·55 | 20·88 | ... | ... | ... | ... | ... | ... | 56,7 | ... | ... | 1896 |
| 61,9 | 36·85 | 19·26 | ... | ... | ... | ... | ... | ... | 57,2 | ... | ... | 1897 |
| 61,2 | 31·34 | 22·56 | 629,6 | ... | ... | 284,9 | ... | ... | 58,3 | ... | ... | 1898 |
| 60,7 | 31·14 | 20·88 | 766,5 | ... | ... | 290,3 | ... | ... | 62,0 | ... | ... | 1899 |
| 64,6 | 29·99 | 21·84 | 772,4 | ... | ... | 298,9 | ... | ... | 60,4 | ... | ... | 1900 |
| Average cost of carrying each passenger in pies. | | | | | | | | | | | | |
| | | 5·34 | | ... | | | ... | | | ... | | 1896 |
| | | 6·90 | | ... | | | ... | | | ... | | 1897 |
| | | 7·44 | | ... | | | ... | | | ... | | 1898 |
| | | 7·56 | | ... | | | ... | | | ... | | 1899 |
| | | 5·76 | | ... | | | ... | | | ... | | 1900 |
| Average profit from carriage of each passenger in pies. | | | | | | | | | | | | |
| | | 15·54 | | ... | | | ... | | | ... | | 1896 |
| | | 12·36 | | ... | | | ... | | | ... | | 1897 |
| | | 15·12 | | ... | | | ... | | | ... | | 1898 |
| | | 13·32 | | ... | | | ... | | | ... | | 1899 |
| | | 17·08 | | ... | | | ... | | | ... | | 1900 |

the 25th March 1900 and subsequently abandoned

## Appendix 12.
Coaching earnings.

## APPEN

*Gross earnings in* **thousands** *of rupees from*

(Referred to in

*N. B.*—A reference to Appendix 2 will furnish the key to

| GAUGE. | 5' 6" GAUGE. | | | | | | | | | | | | | | | | 3' 3⅜" GAUGE | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CLASS: No | 1 | 2 | | 3 | 4 | 5 | 7 | 8 | 9 | | 10 | | 11 | | 12 | | 13 | 14 | 15 |
| | | E. B. SYSTEM. | | | | | | | G. I. P. SYSTEM. | | B. B. & C. I. SYSTEM. | | N. S. G. SYSTEM. | | M. SYSTEM. | | | | |
| Calendar year. | E. I. | 5' 6" gauge. | Other gauges. | B. C. | B. N. | E. C. | O. & R. | N. W. | G. I. P. (a) to (e). | I. M (f) to (j). | B. B. & C. I (a) to (d) & j) & (k). | R. M. (e) to (i). | N. G. S. (a) & (b). | H. G. V. (c) | M. (a) & (b). | N. (c). | B. D. | D. S. | A. B. |
| **1ST CLASS PASSENGERS.** | | | | | | | | | | | | | | | | | | | |
| 1896 . . | 6,62 | 1,09 | 75 | 5 | 40 | 23 | 1,18 | 3,55 | 5,19 | 1,27 | 1,49 | 1,43 | 53 | ... | 2,01 | ... | 2 | 10 | 4 |
| 1897 . . | 6,31 | 1,11 | 70 | 6 | 37 | 26 | 1,12 | 3,96 | 4,68 | 1,18 | 1,31 | 1,25 | 46 | ... | 1,99 | ... | 2 | 9 | 15 |
| 1898 . . | 6,94 | 1,02 | 65 | 6 | 44 | 30 | 1,20 | 4,26 | 5,22 | 1,22 | 1,42 | 1,28 | 55 | ... | 2,01 | ... | 2 | 9 | 17 |
| 1899 . . | 6,88 | 1,13 | 56 | 7 | 53 | 52 | 1,22 | 3,77 | 5,55 | 1,30 | 1,60 | 1,33 | 56 | ... | 2,00 | 11 | 2 | 11 | 18 |
| 1900 . . | 6,77 | 1,13 | 58 | 7 | 71 | 74 | 1,52 | 3,64 | 5,31 | 1,18 | 1,54 | 1,20 | 49 | 9 | 2,00 | 28 | 2 | 10 | 20 |
| **2ND CLASS PASSENGERS.** | | | | | | | | | | | | | | | | | | | |
| 1896 . . | 8,57 | 1,17 | 91 | 19 | 36 | 34 | 1,56 | 4,42 | 8,05 | 1,51 | 4,41 | 2,19 | 75 | ... | 2,47 | ... | 3 | 4 | 8 |
| 1897 . . | 8,21 | 1,09 | 83 | 21 | 38 | 33 | 1,60 | 4,87 | 7,73 | 1,59 | 4,28 | 2,15 | 77 | ... | 2,54 | ... | 3 | 3 | 12 |
| 1898 . . | 8,47 | 1,19 | 90 | 27 | 42 | 30 | 1,69 | 6,01 | 7,81 | 1,77 | 4,08 | 2,22 | 73 | ... | 2,57 | ... | 3 | 4 | 15 |
| 1899 . . | 8,61 | 1,21 | 88 | 24 | 62 | 64 | 1,66 | 4,78 | 8,45 | 1,72 | 5,29 | 2,22 | 85 | 1 | 2,87 | 9 | 3 | 4 | 19 |
| 1900 . . | 8,95 | 1,21 | 87 | 23 | 85 | 74 | 2,18 | 4,57 | 7,78 | 1,55 | 5,10 | 2,03 | 82 | 20 | 2,86 | 22 | 3 | 4 | 20 |
| **INTERMEDIATE CLASS PASSENGERS.** | | | | | | | | | | | | | | | | | | | |
| 1896 . . | 12,34 | 3,30 | 1,55 | 64 | 29 | 2 | 1,38 | 9,70 | 7,77 | 4,93 | 8,52 | 2,94 | 1,65 | ... | ... | ... | 1 | ... | ... |
| 1897 . . | 12,02 | 3,04 | 1,38 | 56 | 2 | 4 | 1,98 | 8,48 | 5,93 | 4,29 | 6,21 | 2,41 | 1,42 | ... | ... | ... | 1 | ... | ... |
| 1898 . . | 13,11 | 3,05 | 1,55 | 36 | 28 | 10 | 2,88 | 7,45 | 5,57 | 4,22 | 5,07 | 2,43 | 1,16 | ... | ... | ... | 1 | ... | ... |
| 1899 . . | 13,28 | 3,08 | 1,42 | 35 | 39 | 19 | 2,67 | 8,00 | 6,52 | 4,05 | 6,61 | 2,77 | 1,17 | ... | ... | ... | 1 | ... | ... |
| 1900 . . | 14,51 | 2,92 | 1,62 | 36 | 53 | 34 | 3,10 | 9,39 | 7,73 | 3,77 | 6,77 | 2,92 | 1,14 | ... | ... | ... | 1 | ... | †1 |
| **3RD CLASS PASSENGERS.** | | | | | | | | | | | | | | | | | | | |
| 1896 . . | 1,40,42 | 19,95 | 18,30 | 4,96 | 13,33 | 11,61 | 30,23 | 33,72 | 59,56 | 12,55 | 37,18 | 61,37 | 5,46 | ... | 36,32 | ... | 38 | 96 | 3,57 |
| 1897 . . | 1,32,47 | 19,58 | 16,46 | 5,36 | 11,25 | 12,94 | 27,64 | 81,41 | 44,14 | 12,34 | 26,50 | 50,22 | 5,06 | ... | 35,49 | ... | 34 | 1,02 | 4,80 |
| 1898 . . | 1,39,57 | 20,19 | 17,08 | 5,42 | 10,91 | 12,49 | 31,12 | 90,47 | 36,04 | 12,98 | 20,84 | 51,66 | 4,78 | ... | 30,33 | ... | 37 | 98 | 6,51 |
| 1899 . . | 1,43,77 | 21,48 | 18,12 | 5,63 | 17,92 | 18,57 | 32,93 | 94,26 | 43,07 | 14,04 | 29,74 | 54,75 | 4,97 | 8 | 25,27 | 19 | 40 | 1,01 | 8,20 |
| 1900 . . | 1,54,71 | 21,77 | 22,12 | 5,93 | 28,37 | 22,24 | 36,04 | 1,00,51 | 46,79 | 15,06* | 34,89 | 52,57 | 5,38 | 2,88 | 30,41 | 34 | 52 | 1,15 | 8,67 |

NOTE.—For totals

* Includes *total* coaching traffic of Gwalior Light railway, as details by classes are not available.
† Intermediate class introduced on this railway from the 1st October 1900.
‡ Fares by mail between Madras and Tuticorin raised to 2½ pies per mile from the 1st November 1900.
§ Intermediate class abolished on this railway from the 1st November 1899.
‖ Upper class.

# DIX 12.



## *Coaching traffic on each railway (by systems).*

paragraph 20 of Report.)

the code letters used to express railway systems.

| | | | | | | | | | | 2' 6" GAUGE. | | | | | 2' 0" GAUGE. | | | | GAUGE. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 32 | 33 | 34 | 35 | CLASS: No. |
| D. | B. & N. W. | R. & K | J. B. | U. C. | B. G. J. P. | S. M. | W I. P. | S. I. | B. | M. R. W. | B. L. | B. P. | R. K. L. | T. B. | D. H. | H. A. | H. S. | J. | Calendar year. |
| **1ST CLASS PASSENGERS.** | | | | | | | | | | | | | | | | | | | |
| ... | 53 | 31 | 10 | 2 | 18 | 1,04 | 2 | 72 | 92 | 8 | ... | ... | ... | ... | 60 | ... | ... | ... | 1896. |
| ... | 54 | 33 | 9 | 2 | 20 | 1,00 | 1 | 73 | 98 | 8 | ... | ... | ... | ... | 59 | ... | ... | ... | 1897. |
| ... | 52 | 35 | 12 | 2 | 24 | 96 | 2 | 83 | 1,02 | 10 | ... | ... | ... | ... | 56 | 1 | 1 | ... | 1898. |
| ... | 51 | 33 | 9 | 3 | 21 | 82 | 2 | 78 | 1,07 | 8 | ... | ... | ... | ... | 52 | 1 | 1 | ... | 1899. |
| ... | 46 | 32 | 7 | 3 | 18 | 94 | 2 | 83 | 1,15 | 7 | ... | ... | ... | ... | 56 | 1 | ... | ... | 1900. |
| **2ND CLASS PASSENGERS.** | | | | | | | | | | | | | | | | | | | |
| ... | 41 | 57 | 15 | 3 | 62 | 1,44 | 4 | 1,86 | 2,11 | 15 | ‖ .. | ... | ... | ... | 73 | ... | ... | ... | 1896. |
| ... | 42 | 57 | 16 | 3 | 69 | 1,31 | 4 | 1,80 | 2,19 | 18 | 1 | ... | ... | ... | 74 | ... | ... | ... | 1897. |
| ... | 42 | 61 | 15 | 4 | 68 | 1,14 | 4 | 1,60 | 2,11 | 20 | 1 | ... | ... | ... | 78 | ... | ... | ... | 1898. |
| ... | 42 | 59 | 15 | 3 | 74 | 1,46 | 5 | 1,53 | 2,08 | 19 | 2 | ... | ... | ... | 70 | ... | ... | ... | 1899. |
| ... | 42 | 56 | 15 | 3 | 59 | 1,52 | 6 | 1,55 | 2,37 | 19 | 2 | ... | ... | ... | 64 | ... | ... | ... | 1900. |
| **INTERMEDIATE CLASS PASSENGERS.** | | | | | | | | | | | | | | | | | | | |
| ... | 41 | 8 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1896. |
| ... | 43 | 8 | ... | ... | ... | ... | ... | ... | 1,21 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1897 |
| ... | 42 | 9 | ... | 2 | ... | ... | ... | ... | 1,88 | ... | ... | ... | ... | ... | ... | 10 | 4 | ... | 1898. |
| ... | 45 | 10 | ... | 2 | 12 | ... | ... | ... | 1,01 | ... | ... | ... | ... | ... | ... | 12 | 4 | ... | 1899. |
| ... | 55 | 10 | ... | 2 | 39 | ... | ... | ... | § | ... | ... | ... | 4 | ... | ... | 11 | 4 | ... | 1900. |
| **3RD CLASS PASSENGERS.** | | | | | | | | | | | | | | | | | | | |
| 26 | 19,55 | 3,60 | 4,76 | 85 | 9,82 | 29,90 | 53 | 44,38 | 34,20 | 2,11 | ** | †† | ... | †† | 94 | ... | ... | ††11 | 1896. |
| 26 | 20,44 | 3,63 | 4,33 | 77 | 8,86 | 24,81 | 36 | 46,73 | 37,42 | 2,00 | 17 | ... | ... | ... | 93 | ... | ... | 10 | 1897. |
| 26 | 21,68 | 4,19 | 4,31 | 77 | 7,65 | 16,01 | 31 | 40,94 | 36,72 | 1,76 | 15 | 67 | ... | 32 | 91 | 1,72 | 62 | 12 | 1898. |
| 29 | 24,47 | 4,42 | 4,93 | 83 | 8,90 | 14,28 | 39 | 39,62 | 36,85 | 1,92 | 17 | 59 | 45 | 37 | 85 | 2,26 | 64 | 12 | 1899. |
| 30 | 28,02 | 4,59 | 4,34 | 74 | 8,12 | 22,70 | 41 | ‡ 45,35 | 45,20 | 1,91 | 21 | 67 | 61 | 39 | 1,00 | 2,27 | 66 | 12 | 1900. |

*See* Appendix 8.

** Lower class.
†† The total coaching earnings is shown under third class, as details by classes are not available.
*N.B.*— § Excludes Port Trust railway which is open for goods traffic only.
‡ Excludes Cherra-Companygani railway which has been closed from the 25th March 1900 and subsequently abandoned.

**Appendix 13.**
Goods traffic.

# APPEN

*Goods of the different classes* in thousands *of tons carried on each railway*

(Referred to in paragraph

*Note.*—A reference to Appendix 2 will furnish the key

| Gauge. | 5′ 6″ | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Class : No. | 1 | | 2 | | | | 3 | | 4 | | 5 | | 6 | | 7 | |
| | | | E. B. SYSTEM. | | | | | | | | | | | | | |
| Calendar year. | East Indian. | | 5′ 6″ Gauge. (*a*). | | Other gauges. (*b*) to (*e*) | | Bengal Central. | | Bengal Nágpur. | | East Coast. | | Calcutta Port Commissioners'. | | Oudh and Rohilkhand. | |
| | Tons. | Per ton per mile. | Tons. | Per ton per mile. | Tons. | Per ton per mile. | Tons. | Per ton per mile. | Tons | Per ton per mile. | Tons. | Per ton per mile. | Tons. | Per ton per mile. | Tons. | Per ton per mile. |
| **GENERAL MERCHANDISE.** | | | | | | | | | | | | | | | | |
| 1896 | 2,947 | 6·43 | 1,140 | 9·36 | 624 | 10·23 | 120 | 6·05 | 477 | 7·71 | 292 | 4·64 | 762 | ‡ | 977 | 6·63 |
| 1897 | 3,486 | 6·09 | 1,138 | 9·31 | 546 | 10·19 | 120 | 7·29 | 473 | 6·70 | 367 | 4·94 | 749 | | 902 | 6·14 |
| 1898 | 3,416 | 5·95 | 1,068 | 9·17 | 555 | 8·95 | 76 | 7·44 | 530 | 7·72 | 355 | 5·08 | 696 | | 1,018 | 6·15 |
| 1899 | 3,836 | 6·00 | 1,115 | 8·87 | 619 | 10·56 | 104 | 6·95 | 671 | 6·73 | 527 | 5·07 | 823 | | 1,171 | 5·95 |
| 1900 | 3,858 | 6·20 | 1,230 | 8·93 | 783 | 10·70 | 159 | 7·05 | 898 | 4·89 | 762 | 4·21 | 813 | | 1,139 | 6·20 |
| **MILITARY STORES.** | | | | | | | | | | | | | | | | |
| 1896 | 7 | 18·77 | ... | 16·83 | ... | 15·53 | ... | 91·31 | ... | 16·84 | ... | 14·77 | ... | ‡ | 3 | 16·30 |
| 1897 | 15 | 18·03 | ... | 23·14 | ... | 15·50 | ... | 129·45 | 1 | 17·09 | ... | 30·73 | ... | | 5 | 14·68 |
| 1898 | 24 | 16·32 | ... | 22·36 | ... | 17·91 | ... | 125·02 | ... | 13·19 | ... | 20·54 | 16 | | 4 | 12·86 |
| 1899 | 10 | 20·60 | ... | 25·05 | ... | 24·11 | ... | 126·76 | ... | 18·71 | ... | 18·40 | ... | | 3 | 16·57 |
| 1900 | 11 | 17·71 | ... | 24·69 | ... | ... | ... | 132·78 | 1 | 13·16 | ... | 18·89 | ... | | 4 | 15·11 |
| **RAILWAY MATERIALS FOR CONSTRUCTION.** | | | | | | | | | | | | | | | | |
| 1896 | 81 | 2·39 | 57 | 2·45 | 15 | 2·45 | ... | 2·44 | 40 | 2·50 | 129 | 2·44 | ... | ‡ | 242 | 2·88 |
| 1897 | 128 | 2·48 | 74 | 2·45 | 25 | 2·62 | 16 | 2·45 | 18 | 2·17 | 63 | 2·43 | ... | | 193 | 2·90 |
| 1898 | 221 | 2·51 | 96 | 2·45 | 34 | 2·58 | 14 | 2·45 | 32 | 2·45 | 50 | 2·40 | ... | | 231 | 2·93 |
| 1899 | 224 | 2·73 | 80 | 2·45 | 50 | 2·49 | 5 | 2·45 | 314 | 1·53 | 150 | 2·45 | ... | | 258 | 2·89 |
| 1900 | 318 | 3·32 | 66 | 2·45 | 88 | 2·46 | 10 | 2·45 | 152 | 1·94 | 161 | 2·42 | ... | | 116 | 2·92 |
| **COAL*.** | | | | | | | | | | | | | | | | |
| 1896 | 3,286 | 3·55 | 218 | 4·11 | 28 | 4·71 | 25 | 4·20 | 612 | 3·72 | 38 | 4·24 | 16 | ‡ | 60 | 4·31 |
| 1897 | 3,761 | 3·58 | 247 | 4·43 | 28 | 5·05 | 30 | 4·42 | 838 | 3·63 | 43 | 4·40 | 14 | | 54 | 3·93 |
| 1898 | 4,219 | 3·50 | 309 | 4·49 | 29 | 4·50 | 35 | 4·33 | 769 | 3·61 | 44 | 4·43 | ... | | 64 | 4·05 |
| 1899 | 4,424 | 3·48 | 213 | 4·60 | 42 | 4·72 | 29 | 5·48 | 726 | 3·58 | 139 | 3·61 | 21 | | 91 | 3·81 |
| 1900 | 5,183 | 3·46 | 343 | 4·33 | 57 | 5·31 | 33 | 3·51 | 847 | 3·64 | 211 | 3·23 | 22 | | 102 | 3·81 |
| **TOTAL GOODS.†** | | | | | | | | | | | | | | | | |
| 1896 | 6,847 | 4·89 | 1,475 | 8·41 | 686 | 9·50 | 151 | 5·76 | 1,267 | 6·47 | 589 | 3·36 | 778 | ‡ | 1,607 | 5·98 |
| 1897 | 7,837 | 4·87 | 1,499 | 8·27 | 618 | 9·39 | 177 | 6·55 | 1,417 | 5·81 | 517 | 4·26 | 764 | | 1,582 | 5·67 |
| 1898 | 8,325 | 4·62 | 1,513 | 7·98 | 648 | 9·22 | 128 | 6·14 | 1,450 | 6·23 | 498 | 4·39 | 712 | | 1,615 | 5·71 |
| 1899 | 9,049 | 4·64 | 1,564 | 7·75 | 747 | 9·09 | 140 | 6·72 | 1,852 | 5·34 | 852 | 4·23 | 844 | | 1,975 | 5·46 |
| 1900 | 10,053 | 4·59 | 1,682 | 7·93 | 971 | 8·90 | 206 | 6·33 | 1,970 | 4·58 | 1,203 | 3·80 | 835 | | 1,803 | 5·62 |
| **AVERAGE DISTANCE IN MILES GOODS WERE CARRIED.** | | | | | | | | | | | | | | | | |
| 1896 | 206·04 | | 86·80 | | 100·70 | | 71·51 | | 99·94 | | 96·77 | | | ‡ | 90·89 | |
| 1897 | 207·94 | | 88·66 | | 105·39 | | 63·93 | | 98·69 | | 98·88 | | | | 91·33 | |
| 1898 | 207·74 | | 86·28 | | 106·51 | | 62·02 | | 102·07 | | 103·35 | | | | 103·11 | |
| 1899 | 204·74 | | 87·24 | | 106·36 | | 69·09 | | 123·45 | | 109·38 | | | | 103·02 | |
| 1900 | 209·32 | | 86·58 | | 94·76 | | 77·36 | | 194·79 | | 134·75 | | | | 105·53 | |
| **AVERAGE COST OF CARRYING PER TON PER MILE.** | | | | | | | | | | | | | | | | |
| | Pies. | | Pies. | | Pies. | | Pies. | | Pies. | | Pies. | | | ‡ | Pies. | |
| 1896 | 1·66 | | 3·45 § | | 3·97 | | ¶ | | 3·58 | | 3·43 | | | | 3·40 | |
| 1897 | 1·48 | | 3·56 | | 4·17 | | 4·85 | | 2·99 | | 3·30 | | | | 3·69 | |
| 1898 | 1·56 | | 3·11 | | 4·20 | | 5·52 | | 3·11 | | 4·20 | | | | 3·06 | |
| 1899 | 1·60 | | 3·87 | | 3·96 | | 4·92 | | 2·60 | | 3·34 | | | | 2·66 | |
| 1900 | 1·71 | | 3·66 | | 3·76 | | 4·62 | | 2·20 | | 2·66 | | | | 2·97 | |
| **AVERAGE PROFIT PER TON PER MILE.** | | | | | | | | | | | | | | | | |
| | Pies. | | Pies. | | Pies. | | Pies. | | Pies. | | Pies. | | | ‡ | Pies. | |
| 1896 | 3·22 | | 4·50 | | 5·41 | | ... | | 2·87 | | —0·05 | | | | 2·59 | |
| 1897 | 3·39 | | 4·39 | | 5·11 | | 1·74 | | 2·81 | | 0·95 | | | | 1·99 | |
| 1898 | 3·06 | | 4·77 | | 4·99 | | 0·63 | | 3·07 | | 0·38 | | | | 2·63 | |
| 1899 | 3·03 | | 3·70 | | 4·98 | | 1·49 | | 2·77 | | 0·39 | | | | 2·84 | |
| 1900 | 2·87 | | 4.04 | | 5·04 | | 1·66 | | 2·38 | | 1·14 | | | | 2·65 | |

NOTE.—The blanks shown in tons columns

* Includes coal carried for Revenue purposes; but the average rate per ton per mile represents the rate charged

† Includes Revenue Stores, Live stock and

‡ Information is

§ Including Bengal

‖ Excluding the Gwalior Light railway for

¶ Included under Eastern

DIX 13.

*(by systems), avcrage rate charged per ton in pies, and average distance carried.*

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to the code letters used to express railway systems.

| 5′ 6″ | | | | | | | | | | | | | | | | | Gauge. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8 | | 9 | | | | 10 | | | | 11 | | | | 12 | | | | Class: No. |
| | | G. I. P. SYSTEM. | | | | B. B. & C. I. SYSTEM. | | | | N. G. S. SYSTEM. | | | | MADRAS SYSTEM. | | | | |
| North Western System. | | Great Indian Peninsula (*a*) to (*e*). | | Indian Midland (*f*) to (*j*). | | Bombay Baroda and Central India (*a*) to (*d*) & (*f*) & (*k*) | | Rajputana Malwa. (*e*) to (*i*). | | Nizam's Guaranteed State. (*a*) and (*b*). | | Hyderabad-Godaveri-Valley. (*c*). | | Madras. (*a*) and (*b*) | | Nilgiri. (*c*) | | Calendar year. |
| Tons. | Per ton per mile. | Tons. | Per ton per mile | Tons. | Per ton per mile. | Tons | Per ton per mile. | Tons. | Per ton per mile | Tons. | Per ton per mile. | Tons. | Per ton per mile. | Tons. | Per ton per mile. | Tons. | Per ton per mile. | |
| GENERAL MERCHANDISE. | | | | | | | | | | | | | | | | | | |
| 2,168 | 6·29 | 1,856 | 9 21 | 397 | 7·84 | 1,291 | 8·78 | 1,755 | 7·50 | 231 | 9 66 | ... | ... | 786 | 9·04 | ... | ... | 1896 |
| 2,234 | 6·57 | 1,551 | 9·39 | 457 | 7 32 | 1,217 | 9·31 | 1,677 | 7·80 | 236 | 9·99 | ... | ... | 888 | 8·97 | ... | ... | 1897 |
| 2,749 | 5·38 | 2,056 | 8·05 | 480 | 6 60 | 1,558 | 7 9[illegible] | 1,974 | 6·97 | 269 | 9· 0 | ... | ... | 786 | 9·41 | ... | ... | 1898 |
| 2,879 | 5·56 | 2,279 | 7·70 | 573 | 6·95 | 1,680 | 8 60 | 2,283 | 7·17 | 297 | 8·11 | 9 | 11·68 | 852 | 9·33 | 3 | 105·52 | 1899 |
| 2,703 | 5·82 | 2,322 | 7·50 | 872 | 6·55 | 1,882 | 8 11 | 2,485 | 6·60 | 351 | 8·02 | 99 | 10·75 | 896 | 9·52 | 9 | 70·33 | 1900 |
| MILITARY STORES. | | | | | | | | | | | | | | | | | | |
| 25 | 14·85 | 10 | 19·80 | 2 | 7 96 | 1 | 18 71 | 6 | 18·50 | 1 | 25·22 | ... | ... | 2 | 29·17 | ... | ... | 1896 |
| 68 | 13·47 | 9 | 17·28 | 4 | 12·50 | 1 | 12·27 | 7 | 18·80 | 1 | 24·49 | ... | ... | 2 | 31·30 | ... | ... | 1897 |
| 64 | 13·99 | 8 | 20 50 | 4 | 8 15 | ... | 20 08 | 6 | 15·63 | 1 | 23·33 | ... | ... | 2 | 27 88 | ... | ... | 1898 |
| 22 | 18·30 | 9 | 10·97 | 2 | 11·02 | 1 | 16·60 | 7 | 18·77 | 1 | 18 99 | ... | ... | 2 | 28 11 | ... | 127·46 | 1899 |
| 22 | 16·08 | 7 | 21·29 | 1 | 16 08 | 1 | 19·83 | 6 | 10·95 | 1 | 24·01 | ... | ... | 2 | 25 56 | ... | 121·79 | 1900 |
| RAILWAY MATERIAL FOR CONSTRUCTION. | | | | | | | | | | | | | | | | | | |
| 808 | 2·96 | 27 | 2·51 | 136 | 2·75 | 143 | 4·15 | 71 | 4·23 | 10 | 5 31 | ... | ... | 1 | 6·12 | ... | ... | 1896 |
| 1,166 | 3·1[illegible] | 16 | 2·0[illegible] | 45 | 2·5[illegible] | 243 | 2·9[illegible] | 33 | 3·03 | 22 | 6·62 | ... | ... | 2 | 5 65 | ... | ... | 1897 |
| 804 | 2·45 | 39 | 2 00 | 83 | 2·69 | 256 | 3·16 | 64 | 3·23 | 23 | 6 59 | ... | ... | 3 | 5 86 | ... | ... | 1898 |
| 654 | 2·6[illegible] | 53 | 2·13 | 176 | 3·43 | 281 | 3·21 | 87 | 3·23 | 60 | 3·01 | 2 | 3·40 | 5 | 5·94 | ... | ... | 1899 |
| 293 | 2·54 | 44 | 2·00 | 18 | 2·49 | 165 | 3·16 | 19 | 2·94 | 77 | 4·23 | 161 | 4 26 | 7 | 5·34 | ... | ... | 1900 |
| COAL * | | | | | | | | | | | | | | | | | | |
| 207 | 3 62 | 373 | 3·19 | 53 | 3 64 | 143 | 3·51 | 109 | 4·53 | 250 | 3·97 | ... | ... | 127 | 4·93 | ... | ... | 1896 |
| 160 | 4·10 | 402 | 2·90 | 58 | 3·74 | 129 | 3·28 | 91 | 5·55 | 348 | 3·49 | ... | ... | 160 | 5·00 | ... | .. | 1897 |
| 259 | 3·64 | 453 | 3 12 | 63 | 3·52 | 104 | 3·12 | 123 | 4·76 | 376 | 3·44 | ... | ... | 186 | 4·79 | ... | ... | 1898 |
| 247 | 3·64 | 384 | 3·46 | 87 | 3·04 | 170 | 2·88 | 150 | 4·42 | 361 | 3 74 | 1 | 5·36 | 214 | 4·60 | ... | ... | 1899 |
| 210 | 3·50 | 403 | 3·05 | 98 | 3 06 | 208 | 2·80 | 193 | 4·79 | 466 | 3·73 | 9 | 4 93 | 384 | 4·61 | ... | ... | 1900 |
| TOTAL GOODS†. | | | | | | | | | | | | | | | | | | |
| 4,550 | 5·71 | 2,637 | 9·06 | 651 | 6·65 | 1,677 | 8 17 | 2,038 | 7·27 | 672 | 5·95 | ... | ... | 1,141 | 8·46 | ... | ... | 1896 |
| 4,751 | 6·35 | 2,283 | 7· 2 | 620 | 6·54 | 1,680 | 8·22 | 1,902 | 7 5[illegible] | 773 | 5·23 | ... | ... | 1,250 | 8·36 | ... | ... | 1897 |
| 4,933 | 5·26 | 2,846 | 7·07 | 770 | 6·07 | 2,004 | 7 46 | 2,259 | 6·75 | 797 | 5·14 | ... | ... | 1,174 | 8·35 | ... | ... | 1898 |
| 5,070 | 5·24 | 2,997 | 6· 9 | 1 001 | ‖6·29 | 2,256 | 7·76 | 2,640 | 6·89 | 875 | 5·42 | 12 | 10·45 | 1,321 | 8·32 | 4 | 93·50 | 1899 |
| 4,930 | 5 42 | 3,012 | 6 76 | 1,216 | ‖6·25 | 2, 36 | 7·34 | 2,914 | 6·46 | 1,012 | 5·57 | 301 | 8·68 | 1,209 | 8·41 | 10 | 71·86 | 1900 |
| AVERAGE DISTANCE IN MILES GOODS WERE CARRIED. | | | | | | | | | | | | | | | | | | |
| 136·05 | | 220·45 | | 144·11 | | 145·73 | | 174·79 | | 116·76 | | ... | | 123·54 | | ... | | 1896 |
| 127·57 | | 221·18 | | 185·48 | | 135·64 | | 174·18 | | 134·00 | | ... | | 126·20 | | ... | | 1897 |
| 195·33 | | 261·90 | | 172·22 | | 152 31 | | 199·74 | | 147·34 | | ... | | 130·36 | | ... | | 1898 |
| 173·74 | | 249·41 | | 157 73‖ | | 140·66 | | 204·21 | | 138·39 | | 80·93 | | 120·38 | | 16·88 | | 1899 |
| 140·59 | | 238·15 | | 214·25‖ | | 141·86 | | 240·68 | | 145·03 | | 47·93 | | 124·86 | | 16·57 | | 1900 |
| AVERAGE COST OF CARRYING PER TON PER MILE. | | | | | | | | | | | | | | | | | | |
| Pies. | | Pies. | | Pies. | | Pies. | | Pies. | | Pies. | | Pies. | | Pies. | | Pies. | | |
| 3·59 | | 4·05 | | 4·14 | | 3·84 | | 3·41 | | 2·97 | | ... | | 4·71 | | ... | | 1896 |
| 3·68 | | 4·44 | | 3·81 | | 4·25 | | 3·57 | | 2·52 | | ... | | 4·34 | | ... | | 1897 |
| 2·88 | | 3·57 | | 3·66 | | 3·22 | | 3·01 | | 2·16 | | ... | | 4·31 | | ... | | 1898 |
| 2·98 | | 3·42 | | 3·62‖ | | 3·49 | | 2·98 | | 2·11 | | 3·75 | | 4·52 | | 81·68 | | 1899 |
| 3·30 | | 3·28 | | 2·89‖ | | 3·80 | | 3·03 | | 2·32 | | 5·08 | | 4·65 | | 38·72 | | 1900 |
| AVERAGE PROFIT PER TON PER MILE. | | | | | | | | | | | | | | | | | | |
| Pies. | | Pies. | | Pies. | | Pies. | | Pies. | | Pies. | | Pies. | | Pies. | | Pies. | | |
| 2·13 | | 3·92 | | 2·65 | | 4 31 | | 3·73 | | 2·99 | | ... | | 3·75 | | ... | | 1896 |
| 2·62 | | 3·25 | | 2·75 | | 3·92 | | 3·89 | | 2·71 | | ... | | 4·01 | | ... | | 1897 |
| 2·40 | | 3·48 | | 2·53 | | 4·31 | | 3·66 | | 2·98 | | ... | | 4·03 | | ... | | 1898 |
| 2·27 | | 3·52 | | 2·70‖ | | 4·28 | | 3·86 | | 3·31 | | 6·70 | | 3·79 | | 11·82 | | 1899 |
| 2·12 | | 3·54 | | 3·34‖ | | 3·54 | | 3·43 | | 3·25 | | 3·60 | | 3·76 | | 33 14 | | 1900 |

are due to tonnage being less than 1,000.
on all coal except that for consumption by the railway under which the item appears.
other miscellaneous goods traffic.
n. t available.
Central railway.
which information is not available.
Bengal State railway.

P. T. O.

**Appendix 13.**
Goods traffic.

## APPEN

*Goods of the different classes* in thousands *of tons carried on each railway* (*by*

(Referred to in paragraph

*Note.*—A reference to appendix 2 will furnish the key

| Gauge. | 3′ 3⅜″ | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Class : No. | 13 | | 14 | | 15 | | 16 | | 17 | | 18 | | 19 | | 20 | |
| Calendar year. | Bengal Dooars. | | Dibru-Sadiya. | | Assam-Bengal. | | Deoghur. | | Bengal and North-Western. | | Rohilkund and Kumaon. | | Jodhpur-Bikaner. | | Udaipur-Chitor. | |
| | Tons. | Per ton per mile. | Tons. | Per ton per mile | Tons. | Per ton per mile. | Tons. | Per ton per mile. | Tons. | Per ton per mile | Tons | Per ton per mile. | Tons | Per ton per mile. | Tons. | Per ton per mile. |
| **GENERAL MERCHANDISE.** | | | | | | | | | | | | | | | | |
| 1896 | 27 | 59·40 | 38 | 82·67 | 21 | 8·40 | 12 | 12·78 | 636 | 6·52 | 215 | 7·64 | 142 | 11·01 | 12 | 12·89 |
| 1897 | 29 | 59·34 | 41 | 31·38 | 40 | 10·87 | 12 | 13·76 | 723 | 5·96 | 192 | 7·62 | 137 | 10·15 | 12 | 12·15 |
| 1898 | 25 | 61·63 | 58 | 34·74 | 60 | 8·40 | 13 | 17·35 | 751 | 5·92 | 269 | 7·30 | 153 | 10·26 | 11 | 19·41 |
| 1899 | 26 | 57·67 | 63 | 31·92 | 95 | 8·74 | 13 | 13·08 | 985 | 5·88 | 335 | 6·91 | 293 | 9·42 | 25 | 15·98 |
| 1900 | 47 | 59·94 | 77 | ‡ | 116 | 8·64 | 12 | 12·99 | 945 | 6·20 | 316 | 6·87 | 283 | 8·28 | 54 | 15·01 |
| **MILITARY STORES.** | | | | | | | | | | | | | | | | |
| 1896 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | 18·92 | ... | 31·98 | ... | 22·93 |
| 1897 | ... | ... | ... | ... | ... | 13·61 | ... | ... | ... | 22·59 | 1 | 17·94 | ... | 31·32 | ... | 22·90 |
| 1898 | ... | ... | ... | ... | ... | 19·94 | ... | ... | ... | 6·41 | 1 | 19·01 | ... | 32·85 | ... | 35·86 |
| 1899 | ... | ... | ... | ... | ... | 22·61 | ... | ... | ... | 2·88 | ... | 20 74 | ... | 31·77 | ... | 32·20 |
| 1900 | ... | 18·46 | ... | ... | ... | 23·29 | ... | ... | ... | 2·23 | ... | 23 54 | ... | 30·37 | ... | 33·15 |
| **RAILWAY MATERIAL FOR CONSTRUCTION.** | | | | | | | | | | | | | | | | |
| 1896 | 1 | 50·12 | ... | ... | 174 | 2·47 | ... | ... | 41 | 2·49 | 38 | 2·45 | 2 | 4·53 | ... | 3·18 |
| 1897 | 5 | 49 98 | ... | ... | 285 | 2·79 | ... | ... | 86 | 2·45 | 8 | 2·45 | 1 | 3·45 | 1 | 2·83 |
| 1898 | 72 | 2·45 | ... | ... | 381 | 2·45 | ... | ... | 64 | 3·35 | 20 | 2·45 | 26 | 3·56 | ... | 2·70 |
| 1899 | 10 | 9·09 | ... | ... | 34[illegible] | 1·54 | ... | ... | 106 | 2·47 | 2 | 2·45 | 36 | 2·43 | ... | 2·72 |
| 1900 | 9 | 4·44 | ... | ... | 238 | 1·58 | ... | ... | 87 | 2·55 | 6 | 2·45 | 80 | 2·32 | ... | 2·72 |
| **COAL.*** | | | | | | | | | | | | | | | | |
| 1896 | 1 | 34·77 | 171 | 3·75 | 7 | 4·27 | ... | ... | 69 | 4·15 | ... | 3·35 | 5 | 10·51 | ... | ... |
| 1897 | ... | 34·41 | 180 | 5·53 | 12 | 3·97 | ... | ... | 59 | 3·99 | ... | 3·46 | 5 | 10·33 | ... | ... |
| 1898 | 1 | 28·25 | 384 | 5·56 | 18 | 4·07 | ... | ... | 66 | 3·67 | ... | 4·13 | 6 | 9·67 | ... | ... |
| 1899 | 2 | 29·80 | 441 | 6·06 | 28 | 4·15 | ... | ... | 123 | 3·82 | 1 | 2·94 | 27 | 6·21 | ... | ... |
| 1900 | 6 | 27·67 | 412 | ‡ | 26 | 3·78 | ... | ... | 106 | 4·19 | 1 | 3·37 | 20 | 5·48 | ... | 9·25 |
| **TOTAL GOODS.†** | | | | | | | | | | | | | | | | |
| 1896 | 29 | 58·89 | 213 | 7 66 | 205 | 3·29 | 12 | 12·51 | 840 | 5·94 | 286 | 6·96 | 151 | 10·70 | 24 | 11·98 |
| 1897 | 35 | 58·38 | 228 | 8·97 | 339 | 4 87 | 13 | 13·44 | 931 | 5 32 | 236 | 7·07 | 144 | 9·88 | 15 | 10·75 |
| 1898 | 103 | 30·85 | 446 | 8·96 | 461 | 4·46 | 13 | 16·94 | 929 | 5·55 | 315 | 6·95 | 189 | 9·53 | 11 | 19·19 |
| 1899 | 39 | 45·69 | 509 | 8·52 | 472 | 3·67 | 13 | 13·03 | 1,307 | 5·30 | 372 | 6·72 | 340 | 8·80 | 26 | 15·69 |
| 1900 | 63 | 39·14 | 494 | 9·31 | 384 | 4·20 | 12 | 12·65 | 1,247 | 5·04 | 354 | 6·64 | 386 | 7·29 | 56 | 14·97 |
| **AVERAGE DISTANCE IN MILES GOODS WERE CARRIED.** | | | | | | | | | | | | | | | | |
| 1896 | 23·14 | | 55·51§ | | 61·92 | | 4·80 | | 110·49 | | 57 85 | | 83·49 | | 25·04 | |
| 1897 | 21·29 | | 55·77§ | | 49·47 | | 5·08 | | 109·77 | | 65·09 | | 92·64 | | 40·60 | |
| 1898 | 11·85 | | ‡ | | 50·07 | | 4·77 | | 121·03 | | 63·85 | | 87·11 | | 46·55 | |
| 1899 | 21·49 | | 56·79§ | | 71·82 | | 4·92 | | 114·73 | | 69·05 | | 93·81 | | 51·19 | |
| 1900 | 19·38 | | 54·68§ | | 79·99 | | 4·79 | | 109·33 | | 69·39 | | 86·26 | | 52·11 | |
| **AVERAGE COST OF CARRYING PER TON PER MILE.** | | | | | | | | | | | | | | | | |
| | Pies. | | Pies. | | Pies. | | Pies. | | Pies. | | Pies. | | Pies. | | Pies. | |
| 1896 | ‡ | | 3·72 | | 5·44 | | ‡ | | 2·79 | | 4·56 | | 3·49 | | ‡ | |
| 1897 | | | 6·00 | | 6·00 | | | | 2·64 | | 3·88 | | 3·28 | | ‡ | |
| 1898 | | | | | 6·38 | | | | 2·41 | | 4·07 | | 3·54 | | 7·98 | |
| 1899 | | | ‡ | | 4·92 | | ‡ | | 2·51 | | 3·32 | | 3·09 | | 6·56 | |
| 1900 | | | | | 5·16 | | | | 2·86 | | 3·42 | | 2·82 | | 5·15 | |
| **AVERAGE PROFIT PER TON PER MILE.** | | | | | | | | | | | | | | | | |
| | Pies. | | Pies. | | Pies. | | Pies. | | Pies. | | Pies. | | Pies. | | Pies. | |
| 1896 | ‡ | | 3·94 | | —2·09 | | ‡ | | 3·11 | | 2·39 | | 6·95 | | ‡ | |
| 1897 | | | 2·98 | | —1·13 | | | | 2·79 | | 3·18 | | 5·81 | | ‡ | |
| 1898 | | | | | —1·94 | | | | 3·12 | | 2·93 | | 6·24 | | 11·38 | |
| 1899 | | | ‡ | | —1·26 | | ‡ | | 2·77 | | 3·36 | | 5·60 | | 8·76 | |
| 1900 | | | | | —0·96 | | | | 2·75 | | 3·17 | | 3·58 | | 9·37 | |

NOTE.—The blanks shown in "tons" columns

* Includes coal carried for Revenue purposes; but the average rate per ton per mile represents the rate charged

† Includes Revenue Stores, Live stock

‡ Information is

§ Dibru

## DIX 13—*concluded.*

*systems), average rate charged per ton in pies, and average distance carried.*

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to the code letters used to express railway systems.

| 3' 3⅜" | | | | | | | | | | 2' 6" | | | | 2' 0" | | Other Special Gauge Railways. | | Gauge. Class: No. | Calendar year. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21 | | 22 | | 23 | | 24 | | 25 | | 26 | | 27 | | 32 | | | | | |
| Bhávnagar-Gondal-Junágad-Porbanda. | | Southern Mahratta. | | West of India Portuguese. | | South Indian. | | Burma. | | Morvi. | | Bársi. | | Darjeeling-Himalayan. | | | | | |
| Tons. | Per ton per mile. | Tons. | Per ton per mile | Tons. | Per ton per mile | Tons. | Per ton per mile | Tons. | Per ton per mile. | Tons. | Per ton per mile. | Tons. | Per ton per mile. | Tons. | Per ton per mile. | Tons. | Per ton per mile. | | |
| **GENERAL MERCHANDISE.** | | | | | | | | | | | | | | | | | | | |
| 241 | 13·81 | 841 | 7·27 | 54 | 13·56 | 937 | 8·89 | 668 | 7·86 | 34 | 14·86 | ... | ... | 28 | 72·43 | | | | 1896 |
| 235 | 13·19 | 886 | 16·63 | 31 | 12·62 | 954 | 9·43 | 764 | 7·53 | 33 | 14·72 | 35 | 21·19 | 26 | 71·03 | | | | 1897 |
| 253 | 13·00 | 794 | 7·18 | 44 | 11·95 | 861 | 9·53 | 837 | 7·89 | 31 | 14·93 | 45 | 21·01 | 25 | 68·81 | ‡ | ‡ | ‡ | 1898 |
| 297 | 12·74 | 942 | 6·91 | 114 | 10·91 | 877 | 9·49 | 773 | 7·86 | 39 | 13·54 | 56 | 20·38 | 26 | 65·01 | | | | 1899 |
| 338 | 12·20 | 841 | 6·98 | 59 | 12·42 | 852 | 9·48 | 986 | 7·92 | 48 | 10·50 | 41 | 20·72 | 32 | 62·35 | | | | 1900 |
| **MILITARY STORES.** | | | | | | | | | | | | | | | | | | | |
| ... | 26·38 | 1 | 20·50 | ... | 54·86 | ... | 21·69 | 1 | 15·48 | ... | 29·91 | ... | ... | ... | 107·66 | | | | 1896 |
| ... | 29·48 | 1 | 15·10 | ... | ... | ... | 24·34 | 1 | 14·93 | ... | 28·13 | ... | 46·70 | ... | 120·65 | | | | 1897 |
| ... | 30·63 | 1 | 25·83 | ... | 51·20 | ... | 15·76 | 1 | 15·58 | ... | 20·62 | ... | 27·43 | ... | 88·38 | ‡ | ‡ | ‡ | 1898 |
| ... | 35·77 | 1 | 39·63 | ... | ... | ... | 22·95 | 1 | 15·85 | ... | 28·24 | ... | 35·93 | ... | 139·37 | | | 1 | 1899 |
| ... | 28·17 | 1 | 19·76 | ... | ... | ... | 22·96 | 1 | 16·55 | ... | 23·52 | ... | 33·68 | ... | 120·78 | | | | 1900 |
| **RAILWAY MATERIAL FOR CONSTRUCTION.** | | | | | | | | | | | | | | | | | | | |
| 5 | 18·84 | 19 | 1·84 | ... | ... | 81 | 2·76 | 186 | 1·32 | ... | 4·60 | ... | ... | ... | ... | | | | 1896 |
| 17 | 1·12 | 13 | 3·27 | ... | ... | 27 | 3·08 | 186 | 2·27 | ... | 8·47 | ... | 8·85 | ... | 37·00 | ‡ | ‡ | ‡ | 1897 |
| 4 | 1·91 | 21 | 2·34 | ... | ... | 119 | 2·49 | 119 | 1·97 | ... | 2·76 | ... | 4·66 | ... | ... | | | | 1898 |
| 2 | 2·71 | 20 | 2·27 | ... | ... | 133 | 2·51 | 151 | 2·11 | ... | 2·97 | ... | ... | ... | ... | | | | 1899 |
| 1 | 4·81 | 9 | 2·32 | ... | ... | 181 | 2·36 | 129 | 2·26 | ... | 9·94 | ... | ... | ... | ... | | | | 1900 |
| **COAL.*** | | | | | | | | | | | | | | | | | | | |
| 11 | 7·36 | 40 | 4·21 | ... | 21·94 | 58 | 8·88 | 46 | 28·83 | 1 | 11·75 | ... | ... | 5 | 26·86 | | | | 1896 |
| 14 | 5·97 | 58 | 3·96 | ... | 14·77 | 45 | 6·41 | 48 | 14·07 | 2 | 10·28 | ... | 7·07 | 5 | 25·48 | | | | 1897 |
| 13 | 6·09 | 42 | 3·37 | ... | ... | 42 | 5·15 | 38 | 8·18 | ... | 7·95 | ... | 17·41 | 5 | 28·30 | ‡ | ‡ | ‡ | 1898 |
| 14 | 5·45 | 52 | 3·94 | ... | 14·77 | 75 | 5·46 | 43 | 9·59 | 1 | 13·69 | ... | ... | 5 | 46·45 | | | | 1899 |
| 14 | 5·48 | 52 | 3·81 | ... | 27·87 | 43 | 5·68 | 62 | 7·50 | 1 | 10·03 | ... | ... | 5 | 43·70 | | | | 1900 |
| **TOTAL GOODS†.** | | | | | | | | | | | | | | | | | | | |
| 264 | 12·39 | 1,005 | 6·51 | 57 | 13·42 | 1,535 | 7·97 | 998 | 6·89 | 36 | 14·73 | ... | ... | 35 | 66·73 | 18 | | | 1896 |
| 281 | 10·81 | 1,066 | 6·03 | 33 | 12·37 | 1,463 | 8·49 | 1,153 | 6·55 | 35 | 14·39 | ... | 20·98 | 32 | 66·31 | 22 | | | 1897 |
| 278 | 11·88 | 930 | 6·47 | 45 | 11·79 | 1,703 | 8·60 | 1,113 | 6·99 | 33 | 14·41 | 45 | 20·98 | 31 | 64·54 | 37 | ‡ | ‡ | 1898 |
| 316 | 12·23 | 1,094 | 6·23 | 113 | 10·83 | 1,510 | 8·74 | 1,092 | 6·60 | 41 | 13·30 | 57 | 20·34 | 32 | 62·87 | 50 | | | 1899 |
| 357 | 11·78 | 996 | 6·30 | 64 | 12·13 | 1,697 | 8·69 | 1,261 | 7·05 | 50 | 10·75 | 41 | 20·74 | 38 | 60·63 | 53 | | | 1900 |
| **AVERAGE DISTANCE IN MILES GOODS WERE CARRIED.** | | | | | | | | | | | | | | | | | | | |
| 58·24 | | 158·68 | | 39·07 | | 65·31 | | 99·02 | | 46·71 | | ... | | 38·94 | | | | | 1896 |
| 61·10 | | 184·40 | | 31·30 | | 61·94 | | 106·16 | | 49·57 | | 22·34 | | 40·12 | | | | | 1897 |
| 58·18 | | 155·91 | | 41·04 | | 51·15 | | 109·85 | | 56·56 | | 22·01 | | 41·48 | | ‡ | | | 1898 |
| 55·10 | | 152·70 | | 51·51 | | 60·73 | | 114·52 | | 60·10 | | 22·27 | | 40·78 | | | | | 1899 |
| 58·75 | | 170·98 | | 43·53 | | 62·19 | | 123·31 | | 62·07 | | ‡ | | 41·71 | | | | | 1900 |
| **AVERAGE COST OF CARRYING PER TON PER MILE.** | | | | | | | | | | | | | | | | | | | |
| Pies. 6·84 | | Pies. 3·98 | | Pies. 15·70 | | Pies. 4·94 | | Pies. 5·33 | | 8·34 | | | | | | | | | 1896 |
| 6·41 | | 3·65 | | 21·64 | | 4·75 | | 4·72 | | 6·18 | | | | | | | | | 1897 |
| 7·06 | | 4·76 | | 17·22 | | 4·77 | | 4·84 | | 7·44 | | ‡ | | ‡ | | ‡ | | | 1898 |
| 6·20 | | 4·38 | | 9·59 | | 4·85 | | 4·65 | | 7·48 | | | | | | | | | 1899 |
| 5·99 | | 4·42 | | 12·39 | | 4·51 | | 4·69 | | 7·98 | | | | | | | | | 1900 |
| **AVERAGE PROFIT PER TON PER MILE.** | | | | | | | | | | | | | | | | | | | |
| Pies. 5·30 | | Pies. 2·52 | | Pies. —2·28 | | Pies. 3·03 | | Pies. 1·51 | | 6·39 | | | | | | | | | 1896 |
| 4·11 | | 2·38 | | —9·27 | | 3·74 | | 1·75 | | 8·21 | | | | | | | | | 1897 |
| 4·53 | | 1·73 | | —5·43 | | 3·82 | | 2·10 | | 6·97 | | ‡ | | ‡ | | ‡ | | | 1898 |
| 6·02 | | 1·86 | | 3·24 | | 3·89 | | 1·96 | | 5·82 | | | | | | | | | 1899 |
| 5·64 | | 1·89 | | —0·26 | | 4·18 | | 2·35 | | 2·77 | | | | | | | | | 1900 |

are due to less than 1,000 tons being carried during the year.
on all coal except that for consumption by the railway under which the item appears.
and other miscellaneous goods traffic.
not available.
Sadiya railway only.

# Appendix 14.
Goods earnings.

# APPEN

*Gross earnings in* **thousands** *of rupees*

(Referred to in para

*N. B.*—A reference to Appendix 2 will furnish the

| Gauge. | 5′ 6″ | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Class: No. | 1 | 2 | | 3 | 4 | 5 | 6 | 7 | 8 | | | 9 | | 10 | | 11 | | 12 | |
| Calendar Year. | E. I. | E. B. S. system. | | B. C. | B. N. | E. C. | P. T. | O. and R. | N. W. system. | | | G. I. P. system. | | B. B and C. I. system. | | N. G. S. system. | | M. system. | |
| | | 5′ 6″ gauge. | Other gauges. | | | | | | Commercial section. | Mily. section. | Total. | G. I. P. (a) to (e) | I. M. (f) to (j). | B. B. & C. I (a) to (d & (j) & (k). | R. M. (e) to (i) | N. G. S. (a) & (b). | H. G. V. (c). | M. (a) & (b). | N. (c). |
| **General Merchandise.** | | | | | | | | | | | | | | | | | | | |
| 1896 . | 2,38,65 | 52,72 | 32,82 | 2,97 | 36,61 | 5,86 | 3,99 | 40,55 | 1,45,28 | 15,07 | 1,60,35 | 2,22,93 | 29,83 | 92,47 | 1,26,22 | 18,69 | ... | 55,05 | ... |
| 1897 . | 2,84,12 | 53,11 | 30,32 | 3,45 | 36,01 | 9,29 | 3,50 | 38,01 | 1,48,14 | 12,43 | 1,60,57 | 1,52,95 | 35,82 | 87,51 | 1,24,30 | 14,10 | ... | 60,20 | ... |
| 1898 . | 2,62,97 | 49,31 | 31,24 | 2,11 | 39,92 | 9,66 | 3,63 | 44,87 | 2,15,90 | 13,50 | 2,29,40 | 2,52,57 | 38,84 | 1,08,75 | 1,51,45 | 16,41 | ... | 56,02 | ... |
| 1899 . | 2,87,87 | 50,31 | 35,25 | 3,02 | 52,95 | 14,37 | 3,79 | 51,92 | 2,01,48 | 12,61 | 2,14,09 | 2,54,05 | 47,39 | 1,15,40 | 1,84,01 | 19,92 | 50 | 58,78 | 32 |
| 1900 . | 2,96,43 | 55,05 | 39,69 | 4,78 | 78,98 | 23,86 | 4,31 | 49,54 | 1,59,49 | 14,17 | 1,73,66 | 2,32,65 | 77,72 | 1,19,32 | 2,13,20 | 26.13 | 5,63 | 58,36 | 58 |
| **Coal.** | | | | | | | | | | | | | | | | | | | |
| 1896 . | 1,09,98 | 1,73 | 81 | 27 | 4,22 | 79 | 1 | 2,07 | 3,89 | 1,00 | 4,89 | 9,82 | 1,23 | 4,79 | 3,40 | 9,94 | ... | 4,74 | ... |
| 1897 . | 1,14,99 | 1,78 | 66 | 24 | 5,05 | 74 | 5 | 1,80 | 3,33 | 1,07 | 4,40 | 11,35 | 1,35 | 3,85 | 2,29 | 13,29 | ... | 6,18 | ... |
| 1898 . | 1,36,65 | 2,41 | 79 | 27 | 6,55 | 86 | 6 | 2,01 | 5,42 | 1,09 | 6,51 | 13,62 | 1,51 | 3,43 | 3,05 | 14.30 | ... | 7,94 | ... |
| 1899 . | 1,45,43 | 2,22 | 81 | 24 | 7,76 | 3,76 | 4 | 2,90 | 5,19 | 94 | 6,13 | 8,62 | 2,53 | 4,87 | 4,20 | 12,80 | 1 | 7,62 | ... |
| 1900 . | 1,68,21 | 2,82 | 1,11 | 31 | 9,58 | 5,93 | 7 | 3,51 | 4,12 | 99 | 5,11 | 10,36 | 3,32 | 6,30 | 5,34 | 15,35 | 21 | 7,95 | ... |
| **Military Stores.** | | | | | | | | | | | | | | | | | | | |
| 1896 . | 2,77 | 2 | 1 | ... | 7 | ... | ... | 40 | 4,09 | 45 | 4,54 | 2,06 | 23 | 28 | 85 | 12 | ... | 78 | ... |
| 1897 . | 4,30 | 1 | 1 | ... | 9 | ... | ... | 56 | 11,72 | 2,07 | 13,79 | 1,54 | 41 | 25 | 1,29 | 11 | ... | 80 | ... |
| 1898 . | 4,83 | 1 | ... | ... | 8 | ... | ... | 40 | 10,78 | 52 | 11,30 | 1,65 | 26 | 14 | 1,14 | 10 | ... | 76 | .... |
| 1899 . | 3,50 | 1 | ... | ... | 5 | 3 | ... | 26 | 4,09 | 39 | 4,48 | 2,04 | 41 | 22 | 90 | 21 | ... | 60 | 1 |
| 1900 . | 4,31 | 1 | ... | ... | 16 | 11 | ... | 56 | 3,99 | 61 | 4,60 | 1,83 | 11 | 20 | 71 | 16 | 1 | 56 | 1 |
| **Railway Materials for construction only.** | | | | | | | | | | | | | | | | | | | |
| 1896 . | 83 | 74 | 16 | ... | 60 | 1,65 | ... | 1,05 | 3,44 | 28 | 3,72 | 30 | 1,26 | 1,50 | 98 | 11 | ... | 3 | ... |
| 1897 . | 2,32 | 1,12 | 28 | 8 | 40 | 86 | ... | 81 | 3,70 | 63 | 4,33 | 16 | 1,07 | 2,26 | 36 | 25 | ... | 5 | ... |
| 1898 . | 3,58 | 1,36 | 50 | 11 | 64 | 74 | ... | 99 | 2,92 | 57 | 3,49 | 24 | 74 | 1,94 | 73 | 15 | ... | 9 | ... |
| 1899 . | 2,76 | 1,17 | 80 | 3 | 1,97 | 1,67 | ... | 1,19 | 1,98 | 42 | 2,40 | 72 | 74 | 2,41 | 92 | 89 | 2 | 24 | ... |
| 1900 . | 2,19 | 92 | 1,37 | 9 | 65 | 1,29 | ... | 66 | 1,75 | 32 | 2,07 | 57 | 33 | 1,10 | 50 | 47 | 73 | 32 | ... |

Note.—For totals see

# DIX 14.



*from Goods traffic on each railway (by systems.)*

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key to the code letters used to express railway systems.

| 3′ 3½″ | | | | | | | | | | | | | 2′ 6″. | | | | | | 2′ 0″ | | | | Gauge. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | Class: No. |
| B. D. | D. S. | A. B. | D. | B. and N. W. | B. and K. | J. B. | U. C. | B. G. J. P. | S. M. | W. I. P. | S. I. | B. | M. R. W. | B. L. | B. P. | R. K. L. | T. B. | C. C. | D. H. | H. A. | H. S. | J. | Calendar Year. |
| **General Merchandise.** | | | | | | | | | | | | | | | | | | | | | | | |
| 1,93 | 2,69 | 74 | 4 | 26,60 | 5,61 | 6,80 | 34 | 9,57 | 49,69 | 1,51 | 39,33 | 31,47 | 1,17 | ... | ... | ... | ... | ... | 4,44 | ... | ... | ... | 1896 |
| 2,03 | 2,93 | 2,29 | 4 | 24,90 | 5,32 | 6,69 | 32 | 9,17 | 56,65 | 80 | 38,16 | 36,79 | 1,22 | 85 | ... | ... | ... | ... | 4,12 | ... | ... | ... | 1897 |
| 1,84 | 2,92 | 3,24 | 5 | 29,89 | 6,96 | 7,64 | 50 | 9,65 | 45,00 | 1,09 | 36,96 | 40,09 | 1,33 | 1,08 | ... | ... | ... | ... | 3,93 | ... | ... | ... | 1898 |
| 1,84 | 3,11 | 4,19 | 4 | 36,84 | 8,64 | 14,10 | 1,06 | 10,76 | 50,02 | 3,40 | 39,99 | 38,13 | 1,58 | 1,32 | ... | ... | ... | ... | 3,85 | ... | ... | ... | 1899 |
| 2,27 | 3,58 | 4,78 | 4 | 36,11 | 8,07 | 11,54 | 2,15 | 12,47 | 51,41 | 1,73 | 37,82 | 51,65 | 1,62 | 97 | 9 | 2 | 50 | 5 | 4,53 | 15 | 5 | 73 | 1900 |
| **Coal.** | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 2,01 | 6 | ... | 1,09 | ... | 12 | ... | 23 | 2,25 | ... | 68 | 65 | 7 | ... | ... | ... | ... | ... | 21 | ... | ... | ... | 1896 |
| 2 | 3,45 | 21 | — | 98 | 1 | 10 | ... | 25 | 3,05 | ... | 58 | 66 | 4 | — | ... | ... | ... | ... | 20 | ... | ... | ... | 1897 |
| 3 | 3,72 | 29 | ... | 1,04 | ... | 11 | ... | 24 | 2,18 | ... | 51 | 56 | 1 | ... | ... | ... | ... | ... | 24 | ... | ... | ... | 1898 |
| 8 | 4,27 | 43 | ... | 2,03 | 1 | 18 | ... | 24 | 2,54 | ... | 87 | 74 | 7 | ... | ... | ... | ... | ... | 26 | ... | ... | ... | 1899 |
| 13 | 4,07 | 45 | ... | 1,67 | 1 | 37 | 1 | 23 | 2,76 | ... | 48 | 1,07 | 3 | ... | ... | ... | ... | ... | 33 | ... | ... | ... | 1900 |
| **Military Stores.** | | | | | | | | | | | | | | | | | | | | | | | |
| ... | ... | ... | ... | ... | 4 | ... | ... | ... | 14 | ... | 2 | 20 | ... | ... | ... | ... | ... | ... | 4 | ... | ... | ... | 1896 |
| ... | ... | 1 | ... | ... | 5 | ... | ... | ... | 16 | ... | 3 | 25 | 1 | — | ... | ... | ... | ... | 1 | ... | ... | ... | 1897 |
| ... | ... | ... | ... | ... | 4 | ... | ... | — | 20 | ... | 3 | 24 | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | 1898 |
| ... | ... | 2 | ... | ... | 2 | ... | ... | ... | 10 | ... | 3 | 15 | ... | ... | ... | ... | ... | ... | 3 | ... | ... | ... | 1899 |
| ... | ... | 1 | ... | ... | 2 | ... | ... | ... | 13 | ... | 6 | 19 | ... | ... | ... | ... | | ... | 3 | ... | ... | ... | 1900 |
| **Railway Materials for construction only.** | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | ... | 1,34 | ... | 75 | 15 | 1 | 2 | 4 | 18 | ... | 20 | 1,29 | 1 | ... | ... | ... | ... | ... | 4 | ... | ... | ... | 1896 |
| 22 | ... | 1,65 | — | 1,37 | 4 | 2 | 1 | 9 | 24 | ... | 11 | 1,62 | 2 | ... | — | ... | ... | ... | ... | ... | ... | ... | 1897 |
| 7 | — | 1,74 | ... | 87 | 10 | 24 | — | 3 | 27 | — | 16 | 1,05 | 1 | ... | ... | — | ... | ... | 4 | ... | ... | ... | 1898 |
| 8 | ... | 1,75 | ... | 1,11 | 2 | 27 | 1 | 1 | 34 | ... | 26 | 1,64 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1899 |
| 6 | ... | 1,40 | ... | 91 | 4 | 55 | ... | 1 | 12 | ... | 28 | 1,61 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1900 |

## Appendix 15.
Principal Commodities—Summary.

**APPEN**

*Sum*

*of*

*Principal commodities carried on Indian railways treated as one*

(Referred to in para

**(Details for each railway system**

| Progressive No. | Description of commodity. | Quantity. | | Earnings. | | Quantity. | | Earnings. | |
|---|---|---|---|---|---|---|---|---|---|
| | | 1899. | 1900. | 1899. | 1900. | Increase. | Decrease. | Increase. | Decrease. |
| | | Tons. | Tons. | Rs. | Rs. | Tons. | Tons. | Rs. | Rs. |
| I | Apparel, including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes | 2,911 | 13,282 | 1,00,042 | 3,00,690 | 10,371 | ... | 2,00,648 | ... |
| II | Coal and coke carried for the public and foreign railways | 6,188,055 | 7,283,795 | 1,80,07,847 | 2,10,93,351 | 1,095,740 | ... | 30,85,504 | ... |
| III | Cotton— | | | | | | | | |
| | 1. Raw | 851,120 | 461,973 | 1,15,55,137 | 62,36,025 | ... | 389,147 | ... | 53,19,112 |
| | 2. Manufactured— | | | | | | | | |
| | (*a*) Twist and yarn, European | 40,174 | 52,706 | 6,23,524 | 5,35,914 | 12,532 | ... | ... | 87,610 |
| | (*b*) Twist and yarn, Indian | 112,380 | 106,088 | 13,82,445 | 11,91,158 | ... | 6,292 | ... | 1,91,287 |
| | (*c*) Piece goods, European | 229,956 | 190,307 | 44,69,273 | 37,88,542 | ... | 39,649 | ... | 6,80,731 |
| | (*d*) Piece goods, Indian | 111,939 | 108,759 | 18,20,017 | 18,00,613 | ... | 3,180 | ... | 19,404 |
| | (*e*) Others | ... | 2,641 | ... | 51,276 | 2,641 | ... | 51,276 | ... |
| IV | Chemicals, excepting Saltpetre. | 23 | 5,390 | 32 | 1,02,277 | 5,367 | ... | 1,02,245 | ... |
| V | Drugs— | | | | | | | | |
| | 1. Intoxicating other than opium | 29,076 | 21,258 | 3,03,448 | 2,01,616 | ... | 7,818 | ... | 1,01,832 |
| | 2. Non-intoxicating— | | | | | | | | |
| | (*a*) Medical preparations | 207 | 3,284 | 2,341 | 63,489 | 3,077 | ... | 61,148 | ... |
| | (*b*) Others | 46,229 | 34,854 | 7,07,531 | 5,26,986 | ... | 11,375 | ... | 1,80,545 |
| VI | Dyes and Tans— | | | | | | | | |
| | 1. Al (Morinda Citrifolia) | 634 | 509 | 7,955 | 5,303 | ... | 125 | ... | 2,652 |
| | 2. Alizarine and aniline dyes | 5,529 | 3,745 | 98,423 | 80,033 | ... | 1,784 | ... | 18,390 |
| | 3. Cutch | 5,975 | 6,751 | 56,747 | 68,527 | 776 | ... | 11,810 | ... |
| | 4. Indigo | 13,799 | 13,323 | 3,19,143 | 2,88,164 | ... | 476 | ... | 30,979 |
| | 5. Myrabolams | 75,443 | 61,303 | 5,29,270 | 4,87,380 | ... | 14,140 | ... | 41,890 |
| | 6. Tanning barks | 3,261 | 99,887 | 24,224 | 5,18,879 | 96,626 | ... | 4,94,655 | ... |
| | 7. Turmeric | 53,629 | 49,434 | 5,57,599 | 5,35,956 | ... | 4,195 | ... | 21,643 |
| | 8. Others | 88,770 | 28,706 | 6,73,104 | 3,81,555 | ... | 60,064 | ... | 2,91,549 |
| VII | Fodder— | | | | | | | | |
| | 1. Oil-cake | 37,658 | 125,823 | 1,75,895 | 4,95,612 | 88,165 | ... | 3,19,717 | ... |
| | 2. Hay, straw and grass | 228,984 | 696,120 | 9,84,375 | 27,21,063 | 467,136 | ... | 17,36,688 | ... |
| VIII | Fruits and vegetables, fresh. | 24,583 | 193,889 | 2,07,838 | 12,11,697 | 169,306 | ... | 10,03,859 | ... |
| IX | Grain and Pulse— | | | | | | | | |
| | 1. Gram and pulse | 1,375,047 | 1,757,283 | 75,84,019 | 1,19,26,529 | 382,236 | ... | 43,42,510 | ... |
| | 2. Jawar and Bajra | 1,258,717 | 1,274,571 | 82,40,891 | 77,11,548 | 15,854 | ... | ... | 5,29,343 |
| | 3. Rice in the husk | 721,844 | 912,049 | 29,25,628 | 40,53,009 | 190,205 | ... | 11,27,381 | ... |
| | 4. Rice not in the husk | 1,797,429 | 2,835,496 | 1,02,08,266 | 1,78,21,458 | 1,038,067 | ... | 76,13,192 | ... |
| | 5. Wheat | 2,019,654 | 2,020,098 | 1,53,76,709 | 1,32,57,322 | 444 | ... | ... | 21,19,477 |
| | 6. Wheat flour | 51,355 | 106,136 | 2,71,007 | 6,40,485 | 54,781 | ... | 3,69,478 | ... |
| | 7. Others | 1,044,420 | 1,387,229 | 59,54,771 | 89,39,740 | 342,809 | ... | 29,84,969 | ... |
| | Carried over | 16,418,801 | 19,856,689 | 9,31,67,561 | 10,70,36,197 | 3,437,888 | ... | 1,38,68,636 | ... |

*system and the earnings therefrom during the Calendar year 1900.*
graph 26 of Report.)
are shown in Appendix 16.)

| Progressive No. | Description of commodity—*contd.* | Quantity. | | Earnings. | | Quantity. | | Earnings. | |
|---|---|---|---|---|---|---|---|---|---|
| | | 1899. | 1900. | 1899. | 1900. | Increase. | Decrease. | Increase. | Decrease. |
| | | Tons. | Tons. | Rs. | Rs. | Tons. | Tons. | Rs. | Rs. |
| | Brought forward . . | 16,418,801 | 19,856,689 | 9,31,67,561 | 10,70,36,197 | 3,437,888 | ... | 1,38,68,636 | ... |
| X | Hides and skins— | | | | | | | | |
| | 1. Hides of cattle— | | | | | | | | |
| | (*a*) Dressed or tanned . . | 41,930 | 30,015 | 5,38,268 | 4,27,215 | ... | 11,915 | ... | 1,11,053 |
| | (*b*) Raw . . . . . | 112,721 | 181,157 | 14,94,864 | 24,09,062 | 68,436 | ... | 9,14,198 | ... |
| | 2. Skins of sheep, &c.— | | | | | | | | |
| | (*a*) Dressed or tanned . . | 13,133 | 11,749 | 1,80,065 | 1,47,388 | ... | 1,384 | ... | 32,677 |
| | (*b*) Raw . . . . . | 72,165 | 92,965 | 7,70,697 | 9,23,268 | 20,800 | ... | 1,52,571 | ... |
| XI | Horns . . . . . | 4,847 | 9,401 | 59,471 | 95,934 | 4,554 | ... | 36,463 | ... |
| XII | Hemp (Indian) and other fibres, excluding jute . . . . . | 45,214 | 64,404 | 2,94,661 | 4,39,365 | 19,190 | ... | 1,44,704 | ... |
| XIII | Jute— | | | | | | | | |
| | 1. Raw . . . . . | 880,742 | 692,840 | 43,40,405 | 46,79,045 | ... | 187,902 | 3,38,640 | ... |
| | 2. Gunny bags and cloth . . . | 226,624 | 583,802 | 19,45,382 | 21,13,416 | 357,178 | ... | 1,68,034 | ... |
| XIV | Lac . . . . . | 40,749 | 44,743 | 4,59,277 | 5,35,771 | 3,994 | ... | 76,494 | ... |
| XV | Leather— | | | | | | | | |
| | 1. Unwrought . . . . . | 8,090 | 10,147 | 1,90,037 | 1,74,302 | 2,057 | ... | ... | 15,735 |
| | 2. Wrought, excepting boots and shoes . . . . . | 2,877 | 7,284 | 43,202 | 1,32,121 | 4,407 | ... | 88,919 | ... |
| XVI | Liquors— | | | | | | | | |
| | 1. Ale and beer . . . . . | 39,854 | 36,683 | 3,87,595 | 3,66,919 | ... | 3,171 | ... | 20,676 |
| | 2. Spirits of all kinds, including country spirits . . . . | 17,268 | 17,521 | 2,24,406 | 2,50,736 | 253 | ... | 26,330 | ... |
| | 3. Wine . . . . . | 9,950 | 9,403 | 2,42,016 | 2,13,070 | ... | 547 | ... | 28,946 |
| | 4. All other sorts, including toddy and fermented liquor other than ale and beer . . . . | 6,563 | 7,449 | 38,299 | 35,881 | 886 | ... | ... | 2,418 |
| XVII | Metals— | | | | | | | | |
| | 1. Brass, unwrought . . . | 5,267 | 7,706 | 78,850 | 89,441 | 2,439 | ... | 10,591 | ... |
| | 2. Brass, wrought . . . . | 23,011 | 30,571 | 2,41,782 | 3,27,173 | 7,560 | ... | 85,391 | ... |
| | 3. Copper, unwrought . . . | 1,559 | 2,545 | 21,795 | 31,773 | 986 | ... | 9,978 | ... |
| | 4. Copper, wrought . . . . | 4,385 | 5,809 | 56,694 | 74,274 | 1,424 | ... | 17,580 | ... |
| | 5. Iron and steel— | | | | | | | | |
| | (*a*) Cast . . . . . | 16,394 | 23,188 | 1,55,424 | 2,04,941 | 6,794 | ... | 49,517 | ... |
| | (*b*) Unwrought . . . . | 21,642 | 33,836 | 1,12,758 | 2,13,256 | 12,194 | ... | 1,00,498 | ... |
| | (*c*) Wrought . . . . | 210,972 | 212,927 | 20,55,904 | 18,84,401 | 1,955 | ... | ... | 1,71,503 |
| | (*d*) Manufactures . . . | 68,331 | 76,729 | 8,57,567 | 9,28,004 | 8,398 | ... | 70,437 | ... |
| | 6. Zinc and spelter . . . . | 1,000 | 1,297 | 18,380 | 23,966 | 297 | ... | 5,586 | ... |
| | 7. Others . . . . . | 130,281 | 176,201 | 5,29,981 | 7,90,862 | 45,920 | ... | 2,60,881 | ... |
| XVIII | Oils— | | | | | | | | |
| | 1. Kerosine . . . . . | 333,877 | 383,453 | 24,07,272 | 27,92,551 | 49,576 | ... | 3,85,279 | ... |
| | 2. Castor . . . . . | 12,231 | 10,571 | 79,308 | 72,955 | ... | 1,660 | ... | 6,353 |
| | 3. Cocoanut . . . . . | 12,713 | 15,856 | 1,25,892 | 1,59,485 | 3,143 | ... | 33,593 | ... |
| | 4. Mustard and rape . . . | 11,386 | 15,006 | 1,08,318 | 1,42,505 | 3,620 | ... | 24,187 | ... |
| | 5. Others . . . . . | 59,595 | 50,355 | 4,88,398 | 3,73,817 | ... | 9,240 | ... | 1,14,581 |
| | Carried over . . | 18,854,172 | 22,702,302 | 11,17,14,529 | 12,80,89,094 | 3,848,130 | ... | 1,63,74,565 | ... |

## Appendix 15.
Principal Commodities—Summary.

APPEN

*Sum*
*of*

*Principal commodities carried on Indian railways treated as one*
(Referred to in para
(Details for each railway system

| Progressive No. | Description of commodity—*contd.* | Quantity. | | Earnings. | | Quantity. | | Earnings. | |
|---|---|---|---|---|---|---|---|---|---|
| | | 1899. | 1900. | 1899. | 1900. | Increase. | Decrease. | Increase. | Decrease. |
| | | Tons. | Tons. | Rs. | Rs. | Tons. | Tons. | Rs. | Rs. |
| | Brought forward . . | 18,854,172 | 22,702,302 | 11,17,14,529 | 12,80,89,094 | 3,848,130 | ... | 1,63,74,565 | ... |
| XIX | Oil seeds— | | | | | | | | |
| | 1. Castor . . . . . | 168,932 | 127,153 | 9,46,247 | 7,10,780 | ... | 41,779 | ... | 2,35,467 |
| | 2. Earthnuts . . . . . | 23,275 | 24,893 | 1,29,337 | 90,973 | 1,618 | ... | ... | 38,364 |
| | 3. Linseed . . . . . | 635,930 | 427,876 | 39,94,410 | 24,11,551 | ... | 208,054 | ... | 15,82,859 |
| | 4. Poppy . . . . . | 108,333 | 94,994 | 7,92,398 | 7,15,551 | ... | 13,339 | ... | 76,847 |
| | 5. Rape and mustard . . . | 509,193 | 316,005 | 34,63,456 | 19,66,971 | ... | 193,188 | ... | 14,96,485 |
| | 6. Til or jinjili . . . . . | 344,717 | 334,438 | 27,20,842 | 25,35,974 | ... | 10,279 | ... | 1,84,868 |
| | 7. Cotton seed . . . . . | 40,840 | 55,650 | 1,35,857 | 96,662 | 14,810 | ... | ... | 39,195 |
| | 8. Others . . . . . | 200,687 | 159,544 | 11,80,315 | 9,74,144 | ... | 41,143 | ... | 2,06,171 |
| XX | Opium . . . . . | 28,767 | 29,232 | 5,19,500 | 5,39,257 | 465 | ... | 19,757 | ... |
| XXI | Paper and paste-board . . . | 38,459 | 41,359 | 4,25,648 | 4,34,584 | 2,900 | ... | 8,936 | ... |
| XXII | Provisions— | | | | | | | | |
| | 1. Dried fruits . . . . . | 153,547 | 177,000 | 18,05,819 | 19,86,542 | 23,453 | ... | 1,80,723 | ... |
| | 2. Ghee . . . . . | 84,950 | 110,084 | 11,66,134 | 14,32,895 | 25,134 | ... | 2,66,761 | ... |
| | 3. Potatoes . . . . . | 56,771 | 42,042 | 4,51,630 | 3,68,991 | ... | 14,729 | ... | 82,639 |
| | 4. Others . . . . . | 434,405 | 264,580 | 31,97,567 | 22,22,476 | ... | 1,69,825 | ... | 9,75,091 |
| XXIII | Railway plant and rolling-stock carried for the Public and Foreign Railways— | | | | | | | | |
| | 1. Locomotives, engines and tenders and parts there of. | 4,600 | 3,167 | 31,519 | 16,202 | ... | 1,433 | ... | 15,317 |
| | 2. Carriages and trucks and tenders and parts thereof . . . | 16,462 | 15,377 | 43,774 | 51,232 | ... | 1,065 | 7,458 | ... |
| | 3. Materials— | | | | | | | | |
| | (*a*) Steel rails and fishplates . | 108,493 | 51,774 | 6,91,809 | 2,61,985 | ... | 56,719 | ... | 4,29,824 |
| | (*b*) Sleepers and keys of steel and cast-iron . . . | 25,659 | 30,460 | 1,34,923 | 1,54,982 | 4,801 | ... | 24,059 | ... |
| | (*c*) Sleepers of wood . . | 10,035 | 4,596 | 35,947 | 17,693 | ... | 5,439 | ... | 18,254 |
| | (*d*) Others . . . . . | 374,011 | 309,619 | 15,21,072 | 11,88,815 | ... | 64,392 | ... | 3,32,257 |
| XXIV | Salt . . . . . | 1,525,603 | 1,617,432 | 88,36,193 | 96,16,322 | 91,829 | ... | 7,80,129 | ... |
| XXV | Saltpetre and other saline substances— | | | | | | | | |
| | 1. Saltpetre . . . . . | 52,809 | 52,768 | 4,20,309 | 3,92,397 | ... | 41 | ... | 27,912 |
| | 2. Other saline substances . . | 34,965 | 39,609 | 2,62,690 | 3,00,970 | 4,644 | ... | 38,280 | ... |
| XXVI | Silk— | | | | | | | | |
| | 1. Raw— | | | | | | | | |
| | (*a*) Foreign . . . . . | 1,425 | 1,150 | 37,804 | 32,685 | ... | 275 | ... | 5,119 |
| | (*b*) Indian . . . . . | 2,175 | 2,239 | 31,821 | 36,958 | 64 | ... | 5,137 | ... |
| | 2. Piece-goods— | | | | | | | | |
| | (*a*) Foreign . . . . . | 165 | 174 | 4,237 | 6,295 | 9 | ... | 2,058 | ... |
| | (*b*) Indian . . . . . | 549 | 447 | 18,304 | 15,202 | ... | 102 | ... | 3,098 |
| XXVII | Spices— | | | | | | | | |
| | 1. Betel-nuts . . . . . | 84,961 | 85,856 | 8,90,321 | 9,19,532 | 895 | ... | 29,211 | ... |
| | 2. Cardamoms . . . . . | 2,398 | 2,299 | 35,026 | 40,405 | ... | 99 | 5,379 | ... |
| | 3. Chillies . . . . . | 94,032 | 85,285 | 9,28,622 | 9,26,784 | ... | 8,747 | ... | 1,838 |
| | 4. Ginger . . . . . | 9,038 | 6,502 | 91,206 | 75,788 | ... | 2,536 | ... | 15,418 |
| | 5. Pepper . . . . . | 6,862 | 6,325 | 1,28,353 | 1,20,433 | ... | 537 | ... | 8,120 |
| | 6. Others . . . . . | 58,443 | 51,137 | 5,39,616 | 4,94,320 | ... | 7,306 | ... | 45,296 |
| | Carried over . . . | 24,095,663 | 27,273,368 | 14,73,27,435 | 15,92,45,445 | 3,177,705 | ... | 1,19,18,010 | ... |

*mary*

*system and the earnings therefrom during the Calendar year 1900.*
graph 26 of Report).
are shown in Appendix 16.)

| Progressive No. | Description of commodity—*concld.* | Quantity. | | Earnings. | | Quantity. | | Earnings. | |
|---|---|---|---|---|---|---|---|---|---|
| | | 1899. | 1900. | 1899. | 1900. | Increase. | Decrease. | Increase. | Decrease. |
| | | Tons. | Tons. | Rs. | Rs. | Tons. | Tons. | Rs. | Rs. |
| | Brought forward | 24,095,663 | 27,273,368 | 14,73,27,435 | 15,92,45,445 | 3,177,705 | ... | 1,19,18,010 | ... |
| XXVIII | Stone and lime | 1,031,081 | 1,175,120 | 14,21,102 | 23,50,452 | 144,039 | ... | ... | 70,653 |
| XXIX | Sugar— | | | | | | | | |
| | 1. Refined or crystalized, including sugarcandy | 224,589 | 261,518 | 23,55,571 | 27,70,224 | 36,929 | ... | 4,14,653 | ... |
| | 2. Unrefined— | | | | | | | | |
| | (*a*) Sugar | 290,948 | 176,130 | 11,57,589 | 11,04,743 | ... | 114,818 | ... | 52,846 |
| | (*b*) *Gur, rab,* jaggree, molasses and other saccharine produce | 757,045 | 680,637 | 53,86,312 | 45,13,859 | ... | 76,408 | ... | 8,72,453 |
| XXX | Tea— | | | | | | | | |
| | 1. Foreign | 1,376 | 1,541 | 29,001 | 34,218 | 165 | ... | 5,217 | ... |
| | 2. Indian | 131,506 | 142,210 | 12,63,278 | 13,38,682 | 10,704 | ... | 75,404 | ... |
| XXXI | Tobacco— | | | | | | | | |
| | 1. Unmanufactured | 186,475 | 174,362 | 15,41,541 | 15,44,516 | ... | 12,113 | 2,975 | ... |
| | 2. Manufactured— | | | | | | | | |
| | (*a*) Cigar | 4,041 | 4,414 | 88,989 | 87,902 | 373 | ... | ... | 1,087 |
| | (*b*) Other sorts | 9,434 | 11,221 | 1,22,678 | 1,39,439 | 1,787 | ... | 16,761 | ... |
| XXXII | Wood— | | | | | | | | |
| | 1. Timber, unwrought | 821,428 | 809,523 | 26,34,621 | 25,79,319 | ... | 11,905 | ... | 55,302 |
| | 2. Manufactures | 24,348 | 58,893 | 1,67,808 | 4,04,145 | 34,545 | ... | 1,36,337 | ... |
| XXXIII | Wool— | | | | | | | | |
| | 1. Raw | 39,313 | 30,294 | 7,61,682 | 5,96,811 | ... | 9,019 | ... | 1,64,871 |
| | 2. Manufactured— | | | | | | | | |
| | (*a*) Carpets and rugs | 1,347 | 2,500 | 37,017 | 47,269 | 1,153 | ... | 10,252 | ... |
| | (*b*) Piece goods, European | 2,823 | 1,767 | 63,507 | 34,825 | ... | 1,056 | ... | 28,682 |
| | (*c*) Piece-goods, Indian | 8,175 | 6,985 | 1,80,545 | 1,47,004 | ... | 1,190 | ... | 33,541 |
| | (*d*) Other sorts of manufactures | 120 | 2,921 | 2,501 | 45,697 | 2,801 | ... | 43,196 | ... |
| XXXIV | All other articles of merchandise— | | | | | | | | |
| | 1. Bones | | | | | | | | |
| | 2. Firewood | | | | | | | | |
| | 3. Indigo seed | | | | | | | | |
| | 4. Paints and colors | | | | | | | | |
| | 5. Seeds other than oil-seeds | 2,331,542 | 2,274,010 | 1,46,00,483 | 1,44,48,545 | ... | 57,532 | ... | 1,51,938 |
| | 6. Manures | | | | | | | | |
| | 7. Lucifer matches | | | | | | | | |
| | 8. Others | | | | | | | | |
| | Grand Total | 29,941,254 | 33,087,414 | 13,01,41,660 | 19,14,33,095 | 31,46,160 | ... | 1,12,91,435 | ... |

## Appendix 16.
Principal Commodities—Details.



*Principal commodities carried on each railway (by systems)*

(Referred to in paragraph

| Pro. gressive No. | GAUGE. | 5′ 6″ | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | CLASSIFICATION No. | 1 | | 2 | | 3 | | 4 | |
| | Railways. | East Indian. | | Eastern Bengal. | | Bengal Central. | | Bengal-Nágpur. | |
| | Description of commodity. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| | | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| I | Apparel, including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes | 3,185 | 1,01,851 | 1,114 | 12,044 | 55 | 453 | 209 | 4,340 |
| II | Coal and coke carried for the pubilc and foreign railways | 4,657,967 | 1,57,12,443 | 262,549 | 2,70,343 | 23,794 | 25,350 | 754,614 | 6,73,258 |
| III | COTTON— | | | | | | | | |
| | 1. Raw | 32,755 | 4,30,102 | 1,474 | 10,528 | 92 | 679 | 5,385 | 51,543 |
| | 2. Manufactured— | | | | | | | | |
| | (*a*) Twist and yarn, European | 1,939 | 53,856 | 2,566 | 22,104 | 518 | 2,575 | 408 | 3,775 |
| | (*b*) Twist and yarn, Indian | 17,250 | 1,64,702 | 3,303 | 23,888 | 57 | 226 | 8,204 | 1,32,140 |
| | (*c*) Piece-goods, European | 52,216 | 14,18,303 | 26,821 | 2,75,626 | 1,364 | 8,336 | 2,612 | 24,628 |
| | (*d*) Piece-goods, Indian | 9,056 | 1,50,694 | 1,323 | 11,851 | 27 | 134 | 3,547 | 69,117 |
| | (*e*) Others | 721 | 18,586 | ... | ... | ... | ... | ... | ... |
| IV | CHEMICALS, EXCEPTING SALTPETRE. | 1,638 | 33,916 | 310 | 2,737 | 8 | 39 | 103 | 1,687 |
| V | DRUGS— | | | | | | | | |
| | 1. Intoxicating other than opium | 311 | 5,789 | 191 | 4,237 | 3 | 36 | 54 | 934 |
| | 2. Non-intoxicating— | | | | | | | | |
| | (*a*) Medical preparations | 930 | 23,557 | 31 | 674 | 4 | 69 | ... | ... |
| | (*b*) Others | 2,261 | 51,892 | 1,023 | 14,656 | 26 | 325 | 354 | 5,122 |
| VI | DYES AND TANS— | | | | | | | | |
| | 1. Al (Morinda Citrifolia) | 176 | 2,967 | ... | ... | ... | ... | ... | ... |
| | 2. Alizarine and aniline dyes | 118 | 3,245 | ... | ... | ... | ... | ... | ... |
| | 3. Cutch | 1,173 | 15,183 | 313 | 2,231 | 2 | 11 | ... | ... |
| | 4. Indigo | 4,466 | 1,50,595 | 73 | 708 | ... | ... | ... | ... |
| | 5. Myrabolams | 5,608 | 45,087 | ... | ... | ... | ... | 8,150 | 1,08,528 |
| | 6. Tanning barks | 1,831 | 4,544 | ... | ... | 32 | 170 | ... | ... |
| | 7. Turmeric | 5,228 | 1,17,348 | 3,769 | 23,113 | 451 | 1,960 | 1,226 | 16,466 |
| | 8. Others | 2,181 | 29,239 | 172 | 2,072 | 7 | 61 | 772 | 7,783 |
| VII | FODDER— | | | | | | | | |
| | 1. Oil-cake | 40,098 | 1,80,705 | 7,636 | 14,673 | 707 | 1,857 | 381 | 2,158 |
| | 2. Hay, straw and grass | 6,222 | 53,448 | 24,882 | 28,784 | 8 | 42 | 10,766 | 35,254 |
| VIII | FRUITS AND VEGETABLES, FRESH. | 7,006 | 74,224 | 5,290 | 28,261 | 5,541 | 16,454 | 7,994 | 31,983 |
| IX | GRAIN AND PULSE— | | | | | | | | |
| | 1 Gram and pulse | 431,073 | 34,80,694 | 119,440 | 4,19,049 | 10,500 | 21,344 | 115,863 | 9,79,657 |
| | 2. Jawar and Bajra | 32,883 | 1,40,733 | ... | ... | 1 | 2 | ... | ... |
| | 3. Rice in the husk | 56,777 | 2,04,601 | 86,214 | 2,93,046 | 1,972 | 2,768 | ... | ... |
| | 4. Rice not in the husk | 484,797 | 31,72,520 | 190,717 | 7,04,737 | 32,625 | 59,406 | 337,813 | 33,55,453 |
| | 5. Wheat | 310,522 | 12,83,238 | 4,848 | 21,317 | 33 | 66 | 30,996 | 2,81,861 |
| | 6. Wheat flour | 17,976 | 1,37,403 | 1,700 | 16,064 | 205 | 722 | 1,696 | 16,143 |
| | 7. Others | 193,339 | 9,36,692 | 3,182 | 9,937 | 41 | 90 | 16,310 | 1,28,237 |
| X | HIDES AND SKINS— | | | | | | | | |
| | 1. Hides of cattle— | | | | | | | | |
| | (*a*)—Dressed or tanned | 8,088 | 1,13,649 | 9,643 | 57,014 | 310 | 1,894 | ... | ... |
| | (*b*)—Raw | 42,838 | 7,70,605 | | | | | 11,182 | 1,92,649 |
| | 2.—Skins of sheep, &c.— | | | | | | | | |
| | (*a*)—Dressed or tanned | 795 | 8,486 | 1,016 | 5,504 | 93 | 609 | ... | ... |
| | (*b*)—Raw | 7,359 | 1,03,621 | | | | | ... | ... |
| XI | Horns | 813 | 9,173 | 164 | 721 | ... | ... | 310 | 2,314 |
| XII | Hemp (Indian) and other fibres, excluding jute | 25,414 | 1,51,682 | 1,150 | 8,096 | 361 | 1,601 | 7,983 | 39,247 |
| XIII | JUTE— | | | | | | | | |
| | 1. Raw | 55,968 | 2,59,999 | 547,436 | 40,83,787 | 66,512 | 2,43,701 | ... | ... |
| | 2. Gunny bags and cloth | 51,617 | 6,79,081 | 19,714 | 97,104 | 953 | 4,711 | 6,921 | 1,10,780 |
| XIV | Lac | 27,869 | 4,29,550 | 645 | 3,740 | ... | ... | 8,742 | 62,766 |
| XV | LEATHER— | | | | | | | | |
| | 1. Unwrought | 1,428 | 67,780 | 57 | 467 | ... | ... | 101 | 992 |
| | 2. Wrought, excepting boots and shoes | 747 | 18,096 | | | 5 | 15 | ... | ... |
| | Carried over | 6,604,640 | 3,08,09,969 | 1,328,766 | 64,69,203 | 146,307 | 3,95,706 | 1,342,696 | 63,38,815 |

**DIX 16.**

**Appendix 16.**
Principal Commodities—Details.

*and the earnings therefrom during the Calendar year 1900.*
26 of Report.)

5' 6"

| 5 | | 6 | | 7 | | 8 | | 9 | | Progressive No. |
|---|---|---|---|---|---|---|---|---|---|---|
| East Cost. | | Calcutta Port Commissioners' | | Oudh and Rohilkhand. | | North Western. | | Great Indian Peninsula. | | |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 79 | 1,791 | 127 | 142 | 982 | 12,501 | 3,101 | 71,768 | 836 | 34,963 | I |
| 160,145 | 4,93,682 | 21,651 | 7,487 | 32,462 | 1,15,282 | 26,930 | 64,320 | 137,940 | 4,35,939 | II |
| 6,932 | 38,448 | 589 | 508 | 5,963 | 37,311 | 47,662 | 5,91,254 | 121,551 | 27,07,502 | III |
| 2,316 | 12,847 | 15,731 | 17,880 | 2,611 | 20,309 | 2,539 | 51.825 | 7,136 | 1,45,921 | |
| 5,249 | 19,981 | 4,752 | 4,001 | 7,123 | 58,677 | 4,261 | 66.:63 | 8,535 | 90,688 | |
| 2,069 | 12,711 | ... | ... | 6,936 | 42,543 | 19,782 | 5,38,412 | 20,593 | 5,47,648 | |
| 1,730 | 9,278 | ... | ... | 5,084 | 46,131 | 19,403 | 3,83,018 | 5,899 | 1,14,562 | |
| ... | ... | ... | ... | 368 | 3,306 | 467 | 11,020 | 226 | 6,861 | |
| 52 | 1,064 | 89 | 66 | 107 | 855 | 1,556 | 29,320 | 676 | 18,795 | IV |
| 4 | 35 | 825 | 994 | 197 | 2,614 | 569 | 8,628 | 18,296 | 1,65,603 | V |
| 35 | 635 | ... | ... | 16 | 671 | 438 | 11,104 | 249 | 7,644 | |
| 724 | 6,808 | ... | ... | 1,415 | 14,836 | 8,527 | 1,37,703 | 5,117 | 1,21,280 | |
| ... | ... | ... | ... | 24 | 200 | ... | ... | ... | ... | VI |
| 51 | 604 | ... | ... | 75 | 971 | 671 | 14,946 | 1,026 | 29,370 | |
| 3 | 18 | ... | ... | 261 | 2,014 | 20 | 154 | 477 | 11,622 | |
| 480 | 6,059 | 1 | ... | 364 | 6,098 | 2,890 | 65,595 | 287 | 7,021 | |
| 2,704 | 7,416 | ... | ... | 189 | 1,186 | 239 | 3,054 | 31,715 | 2,55,513 | |
| 10,860 | 43,949 | ... | ... | 21 | 71 | 149 | 1,346 | 13,722 | 82,376 | |
| 4,421 | 17,842 | 2,328 | 1,835 | 1,852 | 23,824 | 3,754 | 46,526 | 5,493 | 82,288 | |
| 360 | 2,794 | 242 | 161 | 650 | 5,432 | 6,220 | 76,500 | 2,152 | 39,786 | |
| 2,992 | 9,867 | ... | ... | 5,526 | 28,477 | 11,681 | 26,446 | 4,636 | 28,823 | VII |
| 1,455 | 3,421 | ... | ... | 7,268 | 30,391 | 71,351 | 2,14,243 | 127,945 | 5,55,400 | |
| 5,615 | 18,357 | 4,714 | 3,666 | 11,212 | 53,888 | 17,635 | 1,38,965 | 16,527 | 1,45,809 | VIII |
| 47,025 | 2,04,784 | 280 | 220 | 109,952 | 5,12,486 | 141,272 | 6,14,733 | 149,850 | 15,22,745 | IX |
| 51,288 | 1,18,967 | 92,795 | 61,340 | 61,698 | 2,30,840 | 170,255 | 10,14,617 | 174,843 | 16,18,828 | |
| 97,037 | 3,37,667 | 2 | 3 | 9,554 | 56,944 | 22,279 | 75,120 | 14,490 | 81,930 | |
| 1,26,596 | 3,60,478 | 514 | 444 | 47 992 | 1,81,549 | 95,496 | 4,97,596 | 277,516 | 20,10,449 | |
| 745 | 2,150 | 12,763 | 8,500 | 192,963 | 6,76.576 | 467,670 | 28,34,725 | 107,869 | 8,94,681 | |
| 72 | 221 | 75,367 | 54,802 | 3,696 | 12,685 | 39,183 | 1,23,815 | 12,340 | 1,12,691 | |
| 20,617 | 1,19,732 | ... | ... | 82,123 | 4,98,799 | 28,536 | 1,04,661 | 1,19,949 | 10,34,421 | |
| 17 | 131 | ... | ... | 5 | 28 | 380 | 6,206 | 15,449 | 2,49,640 | X |
| 2,781 | 18,380 | 119 | 104 | 8,850 | 60,104 | 17,344 | 2,33,950 | 2,574 | 26,083 | |
| 128 | 1,563 | ... | ... | 4 | 24 | 94 | 1.263 | 2,710 | 46,655 | |
| 3,603 | 25,314 | ... | ... | 1,318 | 6,228 | 9,434 | 1,04,956 | 9,534 | 1,20,243 | |
| 314 | 2,385 | 4 | 7 | 1,331 | 5,979 | 625 | 5,464 | 1,900 | 31,064 | XI |
| 1,036 | 4,052 | 1,179 | 867 | 5,204 | 18,965 | 1,016 | 8,429 | 8,939 | 1.07,696 | XII |
| 125 | 977 | ... | ... | 63 | 483 | 45 | 464 | 318 | 3,794 | XIII |
| 7,174 | 38,823 | 356,312 | 1,46,460 | 13,417 | 68,923 | 28,063 | 2,00,125 | 14,969 | 1,67,264 | |
| 65 | 453 | 2,744 | 6,534 | 343 | 1,932 | 770 | 5,241 | 366 | 4,601 | XIV |
| 3,242 | 29,872 | 4 | 13 | 14 | 120 | 1,202 | 18,653 | 1,192 | 21,219 | XV |
| 563 | 5,251 | ... | ... | 243 | 2,313 | 2,127 | 35,718 | 644 | 20,400 | |
| 570,704 | 19,78,807 | 593,132 | 3,16,034 | 629,476 | 28,42,566 | 1,275,686 | 84,38,246 | 1,446,486 | 1,37,15,818 | |

*P. T. O.*

Appendix 16.
Principal Commodities—Details.



*Principal commodities carried on each railway (by systems)*

(Referred to in paragraph

| Progressive No. | GAUGE. | 5' 6" | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | CLASSIFICATION No. | 1 | | 2 | | 3 | | 4 | |
| | Railway. | East Indian. | | Eastern Bengal. | | Bengal Central. | | Bengal-Nágpur. | |
| | Discription of commodity—*contd.* | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| | | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| | Brought forward | 6,604,640 | 3,08,09,969 | 1,328,766 | 64,69,203 | 146,307 | 3,95,706 | 1,342,696 | 63,38,815 |
| XVI | LIQUORS— | | | | | | | | |
| | 1. Ale and beer | 5,761 | 69,399 | 314 | 3,050 | 1 | 9 | 729 | 3,129 |
| | 2. Spirits of all kinds, including country spirits. | 656 | 20,403 | 50 | 675 | 7 | 21 | 149 | 3,727 |
| | 3. Wine | 1,419 | 51,737 | 1,108 | 15,736 | 26 | 367 | 487 | 7,626 |
| | 4. All other sorts, including toddy and fermented liquor other than ale and beer. | 161 | 1,120 | ... | ... | 1 | 11 | ... | ... |
| XVII | METALS— | | | | | | | | |
| | 1. Brass, unwrought | 712 | 9,731 | 143 | 1,081 | 1 | 13 | ... | ... |
| | 2. Brass, wrought | 8,765 | 99,353 | 2,240 | 22,657 | 81 | 532 | 1,081 | 16,259 |
| | 3. Copper, unwrought | 224 | 5,080 | 53 | 442 | ... | ... | ... | ... |
| | 4. Copper, wrought | 662 | 10,735 | 119 | 1,470 | ... | 2 | 79 | 2,189 |
| | 5. Iron and steel— | | | | | | | | |
| | (*a*) Cast | 7,473 | 56,040 | 782 | 8,130 | 25 | 119 | 224 | 2,288 |
| | (*b*) Unwrought | 10,604 | 31,785 | 3 | 18 | 8 | 39 | ... | ... |
| | (*c*) Wrought | 39,226 | 4,46,409 | 14,206 | 1,14,160 | 325 | 1,800 | 12 806 | 47,130 |
| | (*d*) Manufactures | 14,380 | 1,59,874 | 3,851 | 42,938 | 45 | 336 | 3,147 | 35,180 |
| | 6. Zinc and spelter | 1,297 | 23,966 | ... | ... | ... | ... | ... | ... |
| | 7. Others | 5,361 | 1,04,520 | 2,553 | 28,778 | 469 | 2,791 | 17,756 | 15,545 |
| XVIII | OILS— | | | | | | | | |
| | 1. Kerosine | 64,142 | 6,12,644 | 116,067 | 2,27 063 | 1,581 | 4,001 | 8,468 | 1,28,094 |
| | 2. Castor | 1,930 | 13,782 | 79 | 561 | 6 | 21 | 216 | 1,890 |
| | 3. Cocoanut | 2,290 | 20,316 | 1,321 | 12,293 | 160 | 724 | 249 | 1,559 |
| | 4. Mustard and rape | 5,072 | 61,677 | 2,754 | 28,393 | 558 | 2,190 | ... | ... |
| | 5. Others | 2,481 | 34,763 | 517 | 4,514 | 10 | 24 | 883 | 7,569 |
| XIX | OIL SEEDS— | | | | | | | | |
| | 1. Castor | 29,566 | 1,86,461 | ... | ... | ... | ... | ... | ... |
| | 2 Earthnuts | 46 | 481 | ... | ... | ... | 2 | ... | ... |
| | 3. Linseed | 189,652 | 13,27,528 | 15,303 | 44,720 | 2,730 | 5,020 | 1,438 | 9,248 |
| | 4. Poppy | 23,161 | 2,13,355 | ... | ... | ... | ... | ... | ... |
| | 5. Rape and mustard | 102,958 | 7,49,751 | 23,832 | 88,963 | 895 | 2,140 | 743 | 4,870 |
| | 6. Til or jinjili | 26,714 | 1,60,028 | 2,644 | 10,278 | 5,481 | 12,694 | 19,560 | 1,53,314 |
| | 7. Cotton seed | ... | ... | ... | ... | ... | ... | ... | ... |
| | 8. Others | 4,179 | 21,470 | 404 | 1,202 | 24 | 59 | 6,014 | 44,246 |
| XX | OPIUM | 8,500 | 2,37,230 | 25 | 268 | 2 | 21 | 37 | 1,218 |
| XXI | PAPER AND PASTE-BOARD | 9,062 | 1,41,391 | 6,362 | 10,039 | 75 | 538 | 860 | 12,170 |
| XXII | PROVISIONS— | | | | | | | | |
| | 1. Dried fruits | 7,160 | 1,02,926 | 182 | 1,485 | 327 | 1,159 | 3,438 | 36,538 |
| | 2. Ghee | 19,807 | 3,93,670 | 918 | 9,156 | 36 | 252 | 1,925 | 29,109 |
| | 3. Potatoes | 42,042 | 3,68,991 | ... | ... | ... | ... | ... | ... |
| | 4. Others | 27,327 | 2,99,748 | 10,481 | 79,287 | 205 | 1,076 | 3,100 | 56,344 |
| XXIII | RAILWAY PLANT AND ROLLING-STOCK CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS— | | | | | | | | |
| | 1. Locomotives, engines and tenders and parts thereof. | 1,442 | 8,182 | 431 | 205 | ... | ... | 158 | 1,096 |
| | 2. Carriages & trucks and parts thereof. | 12,152 | 43,940 | 2,262 | 2,235 | ... | ... | 33 | 552 |
| | 3. Materials— | | | | | | | | |
| | (*a*) Steel rails and fish-plates | 4,489 | 7,612 | 3,832 | 25,167 | ... | ... | 974 | 7,317 |
| | (*b*) Sleepers & keys of steel and cast-iron. | 4,592 | 61,572 | 8,715 | 40,469 | ... | ... | 23 | 96 |
| | (*c*) Sleepers of wood | ... | ... | ... | ... | ... | ... | ... | ... |
| | (*d*) Others | 70,576 | 2,45,526 | 7,375 | 43,596 | ... | ... | 55,098 | 2,00,930 |
| XXIV | SALT | 225,858 | 10,91,915 | 65,577 | 3,17,496 | 4,769 | 9,742 | 62,151 | 7,00,039 |
| XXV | SALTPETRE AND OTHER SALINE SUBSTANCES— | | | | | | | | |
| | 1. Saltpetre | 22 724 | 2,30,637 | 71 | 480 | 2 | 15 | ... | ... |
| | 2. Other saline substances | 20,491 | 1,68,128 | 2,047 | 8,934 | 5 | 19 | ... | ... |
| | Caried over | 7,629,754 | 3,87,03,895 | 1,625,393 | 76,65,142 | 164,212 | 4,41,443 | 1,544,522 | 78,63,087 |

**DIX 16—*continued.***

**Appendix 16.**
Principal Commodities—Details.

*and the earnings therefrom during the Calendar year 1900.*

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5' 6"

| 5 | | 6 | | 7 | | 8 | | 9 G. I. P. SYSTEM. | | Progressive No. |
|---|---|---|---|---|---|---|---|---|---|---|
| East Coast. | | Calcutta Port Commissioners. | | Oudh and Rohilkhand. | | North-Western. | | Great Indian Peninsula. (a) to (e) | | |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 570,704 | 19,78,807 | 593,132 | 3,16,034 | 629,476 | 28,42,566 | 1,275,686 | 84,38,246 | 1,446,486 | 1,37,15,818 | |
| 57 | 694 | 35 | 39 | 2,413 | 11,849 | 6,318 | 56,880 | 6,297 | 91,184 | XVI |
| 1,260 | 6,895 | ... | ... | 1,207 | 19,854 | 1,593 | 53,847 | 2,231 | 43,569 | |
| 68 | 1,386 | 77 | 124 | 618 | 12,076 | 1,778 | 47,762 | 500 | 17,126 | |
| ... | ... | 5 | 8 | ... | ... | 220 | 2,987 | 88 | 778 | |
| 190 | 999 | 1,098 | 1,485 | 29 | 157 | 193 | 1,738 | 2,548 | 43,531 | XVII |
| 502 | 2,660 | | | 2,913 | 20,327 | 1,518 | 20,908 | 1,389 | 20,525 | |
| 37 | 239 | 523 | 489 | 3 | 12 | 47 | 228 | 1,035 | 16,484 | |
| 27 | 179 | | | 157 | 955 | 618 | 10,261 | 1,031 | 15,138 | |
| 498 | 5,296 | 19,541 | 11,606 | 1,922 | 10,408 | 476 | 4,485 | 1,809 | 26,296 | |
| 1,902 | 14,028 | | | 27 | 200 | 389 | 2,804 | 10,255 | 93,675 | |
| 1,015 | 7,278 | | | 7,774 | 41,732 | 21,324 | 2,75,097 | 20,540 | 2,80,454 | |
| 848 | 10,603 | | | 3,925 | 27,962 | 9,550 | 1,58,030 | 7,450 | 1,31,781 | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 1,01,261 | 1,53,268 | 1,825 | 1,611 | 828 | 4,461 | 2,643 | 46,850 | 24,261 | 2,17,739 | |
| 12,542 | 59,278 | 82 | 102 | 12,827 | 67,385 | 16,685 | 3,20,884 | 40,643 | 5,39,403 | XVIII |
| 786 | 3,037 | 1,641 | 1,615 | 95 | 526 | 367 | 3,162 | 444 | 5,909 | |
| 709 | 2,267 | | | 74 | 420 | 1,457 | 19,837 | 2,387 | 33,589 | |
| 1 | 7 | | | 464 | 2,896 | 3,233 | 27,815 | 7 | 148 | |
| 1,566 | 5,238 | | | 463 | 2,828 | 3,409 | 31,893 | 5,788 | 68,387 | |
| 5,925 | 17,813 | 1,837 | 1,311 | 3,725 | 15,350 | 800 | 11,558 | 17,952 | 1,36,967 | XIX |
| 36 | 117 | 25 | 8 | 19 | 97 | 35 | 586 | 2,594 | 30,589 | |
| 553 | 2,617 | 38,895 | 22,488 | 26,077 | 86,069 | 7,046 | 1,17,869 | 34,985 | 3,40,440 | |
| 2 | 10 | 708 | 376 | 18,631 | 78,561 | 643 | 4,167 | 19,807 | 1,86,660 | |
| 873 | 4,728 | 23,901 | 8,039 | 26,625 | 1,20,186 | 25,733 | 2,50,731 | 25,894 | 2,45,984 | |
| 12,193 | 68,035 | 4,528 | 3,291 | 13,001 | 53,985 | 22,592 | 1,76,445 | 99,301 | 11,05,628 | |
| ... | ... | ... | .. | ... | ... | 55,650 | 96,662 | ... | ... | |
| 1,518 | 4,581 | 438 | 246 | 2,747 | 10,970 | 18,933 | 1,29,894 | 47,129 | 4,03,327 | |
| 10 | 281 | 6,643 | 6,396 | 1,303 | 28,519 | 74 | 850 | 446 | 21,191 | XX |
| 705 | 11,834 | 6,330 | 4,892 | 3,453 | 19,312 | 2,499 | 40,168 | 4,124 | 83,839 | XXI |
| 9,817 | 23,355 | 50 | 46 | 1,643 | 16,117 | 23,703 | 4,43,118 | 32,641 | 5,28,720 | XXII |
| 2,176 | 8,460 | 782 | 904 | 1,770 | 10,346 | 11,457 | 1,62,757 | 10,121 | 1,66,957 | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 5,474 | 20,231 | 1,414 | 1,515 | 2,112 | 15,307 | 12,327 | 1,84,084 | 11,955 | 1,63,041 | |
| 82 | 227 | ... | ... | 104 | 330 | ... | 441 | 55 | 668 | XXIII |
| 77 | 271 | ... | ... | ... | ... | | | 78 | 424 | |
| 2,118 | 9 149 | 7,015 | 213 | 356 | 1,334 | 2,567 | 20,634 | 13,345 | 96,357 | |
| 8 | 23 | | | 214 | 1,023 | ... | ... | 1,417 | 12,907 | |
| ... | ... | | | ... | ... | ... | ... | ... | ... | |
| 5,731 | 18,546 | | | 4,059 | 14,840 | 87,174 | 3,39,956 | 11,846 | 1,61,555 | XXIV |
| 56,851 | 1,27,448 | 42 | 27 | 63,701 | 3,07,707 | 104,858 | 7,18,788 | 161,942 | 14,31,658 | XXV |
| 56 | 403 | ... | ... | 1,305 | 5,172 | 5,539 | 29,797 | 409 | 4,836 | |
| 16 | 98 | 2,921 | 1,480 | 171 | 659 | 6,426 | 59,164 | 2,949 | 29,649 | |
| 798,194 | 25,70,386 | 713,488 | 3,84,345 | 836,231 | 38,52,498 | 1,735,560 | 1,23,11,383 | 2,074,269 | 2,05,12,931 | |

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**Appendix 16.**
Principal Commodities—Details.



*Principal commodities carried on each railway (by systems)*

(Referred to in paragraph

| Progressive No. | | GAUGE. | 5' 6" | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CLASSIFICATION No. | 1 | | 2 | | 3 | | 4 | |
| | | Railways. | East Indian. | | Eastern Bengal. | | Bengal Central. | | Bengal Nágpur. | |
| | | Description of commodity—*concld.* | Quantity. | Earnings. | Quantity. | Earnings. | Quantity | Earnings. | Quantity | Earnings. |
| | | | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| | | Brought forward . . | 7,629,754 | 3,87,03,895 | 1,625,393 | 76,65,142 | 164,212 | 4,41,443 | 1,544,522 | 78,68,087 |
| XXVI | SILK— | | | | | | | | | |
| | 1. Raw— | | | | | | | | | |
| | (*a*). Foreign . . . | | 3 | 206 | 139 | 1,382 | ... | ... | ... | ... |
| | (*b*). Indian . . . | | 936 | 14,443 | | | ... | ... | 556 | 10,598 |
| | 2. PIECE-GOODS— | | | | | | | | | |
| | (*a*). Foreign . . . | | ... | 6 | ... | ... | ... | ... | ... | ... |
| | (*b*). Indian . . . | | 107 | 4,440 | | | ... | ... | ... | ... |
| XXVII | SPICES— | | | | | | | | | |
| | 1. Betel-nuts . . . | | 9,198 | 2,13,900 | 10,368 | 94,390 | 5,513 | 19,445 | 1,511 | 13,510 |
| | 2. Cardamoms . . . | | 406 | 12,012 | 465 | 9,892 | ... | ... | ... | ... |
| | 3. Chillies . . . | | 9,869 | 1,16,550 | 2,682 | 15,892 | 635 | 2,028 | 2,145 | 31,383 |
| | 4. Ginger . . . | | 808 | 12,454 | 1,088 | 16,643 | ... | 3 | ... | ... |
| | 5. Pepper . . . | | 844 | 21,488 | 409 | 7,183 | 1 | 4 | ... | ... |
| | 6. Others . . . | | 2,052 | 29,890 | 2,839 | 16,043 | 352 | 924 | 1,556 | 12,985 |
| XXVIII | STONE AND LIME . . . | | 194,950 | 8,66,727 | 28,112 | 44,119 | 1,744 | 2,550 | 14,884 | 1,03,475 |
| XXIX | SUGAR— | | | | | | | | | |
| | 1. Refined or crystalized, including sugar-candy. | | 10,514 | 1,06,503 | 7,394 | 48,933 | 347 | 1,469 | 4,420 | 30,583 |
| | 2. Unrefined— | | | | | | | | | |
| | (*a*). Sugar . . . | | 51,030 | 3,20,479 | 12,512 | 53,637 | 2,435 | 5,550 | ... | ... |
| | (*b*). *Gur, rab*, jaggree, molasses and other saccharine produce. | | 107,288 | 5,23,987 | 13,907 | 78,620 | 557 | 1,792 | 6,551 | 75,806 |
| XXX | TEA— | | | | | | | | | |
| | 1. Foreign . . . | | 1 | 30 | 36,646 | 8,16,932 | ... | ... | ... | ... |
| | 2. Indian . . . | | 1,463 | 25,729 | | | ... | ... | 228 | 2,190 |
| XXXI | TOBACCO— | | | | | | | | | |
| | 1. Unmanufactured . . | | 27,336 | 3,08,366 | 25,226 | 2,49,834 | 1,337 | 6,060 | 3,108 | 40,027 |
| | 2. Manufactured | | | | | | | | | |
| | (*a*). Cigar . . . | | 157 | 5,876 | 210 | 3,296 | ... | ... | ... | ... |
| | (*b*). Other sorts . . . | | 2,089 | 30,738 | | | 17 | 149 | 346 | 5,588 |
| XXXII | WOOD— | | | | | | | | | |
| | 1. Timber, unwrought . . | | 51,336 | 2,22,689 | 8,399 | 40,462 | 1,044 | 3,788 | 20,040 | 87,296 |
| | 2. Manufactures . . . | | 5,646 | 56,268 | 2,517 | 20,712 | 219 | 998 | 2,403 | 16,018 |
| XXXIII | WOOL— | | | | | | | | | |
| | 1. Raw . . . . . | | 1,702 | 24,189 | 948 | 13,991 | 1 | 2 | ... | ... |
| | 2. Manufactured . . . | | | | | | | | | |
| | (*a*). Carpets and rugs . | | 1,184 | 20,270 | 86 | 1,068 | 2 | 10 | ... | ... |
| | (*b*). Piece-goods, European. | | 636 | 6,253 | | | ... | ... | ... | ... |
| | (*c*). Piece-goods, Indian . | | 709 | 27,001 | | | ... | ... | ... | ... |
| | (*d*). Other sorts of manufactures. | | 883 | 20,896 | | | ... | ... | ... | ... |
| XXXIV | ALL OTHER ARTICLES OF MERCHANDISE— | | | | | | | | | |
| | 1. Bones . . . . | | 20,955 | 1,18,580 | 89,901 | 5,47,133 | 4,172 | 17,766 | ... | ... |
| | 2. Firewood . . . . | | 16,520 | 34,070 | | | | | 7,719 | 14,504 |
| | 3. Indigo seed . . . | | 8,909 | 85,585 | | | | | ... | ... |
| | 4. Paints and colors . . | | 2,842 | 37,211 | | | | | ... | ... |
| | 5. Seeds other than oil-seeds | | 31,722 | 2,96,374 | | | | | ... | ... |
| | 6. Manures . . . . | | ... | ... | | | | | ... | ... |
| | 7. Lucifer matches . . | | ... | ... | | | | | ... | ... |
| | 8. Others . . . . | | 335,047 | 35,19,854 | | | | | 43,594 | 2,75,542 |
| | | TOTAL . | 8,526,896 | 4,57,86,964 | 1,869,241 | 97,45,304 | 182,588 | 5,03,981 | 1,653,583 | 85,87,592 |

**DIX 16—*continued.***



*and the earnings therefrom during the Calendar year 1900.*

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5' 6"

| 5 | | 6 | | 7 | | 8 | | 9 G. I. P. SYSTEM. | | Progressive No. |
|---|---|---|---|---|---|---|---|---|---|---|
| East Coast. | | Calcutta Port Commissioners. | | Oudh and Rohilkhand. | | North Western. | | Great Indian Peninsula. (*a*) to (*e*). | | |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 798,194 | 25,70,336 | 713,488 | 3,84,345 | 8,36,231 | 38,52,498 | 1,735,560 | 1,23,11,383 | 2,074,269 | 2,05,12,931 | |
| | | | | | | | | | | XXVI |
| ... | ... | ... | ... | ... | ... | 261 | 3,941 | 117 | 1,860 | |
| 2 | 17 | 51 | 74 | 1 | 12 | 92 | 2,062 | 32 | 1,397 | |
| ... | 1 | ... | ... | ... | ... | 98 | 3.517 | 45 | 1,464 | |
| 11 | 209 | ... | ... | 3 | 38 | 65 | 1,441 | 5 | 176 | |
| | | | | | | | | | | XXVII |
| 1,093 | 3,581 | 3,721 | 3,901 | 1,586 | 26,076 | 614 | 5,766 | 6,901 | 1,54,547 | |
| 1 | 35 | 335 | 350 | 58 | 696 | 265 | 4,385 | 55 | 1,796 | |
| 7,072 | 23,878 | 490 | 570 | 1,469 | 13,620 | 6,263 | 69,664 | 7,670 | 82,743 | |
| 83 | 302 | 179 | 165 | 271 | 2,560 | 879 | 8,806 | 236 | 6,060 | |
| 20 | 124 | 261 | 309 | 144 | 1,403 | 694 | 22,931 | 486 | 13,953 | |
| 2,040 | 7,475 | 1,276 | 1,102 | 885 | 5,301 | 4,145 | 45,031 | 5,879 | 90,185 | |
| 33,483 | 25,302 | 5,855 | 2,461 | 40,968 | 59,646 | 425,517 | 4,29,084 | 18,904 | 1,09,843 | XXVIII |
| | | | | | | | | | | XXIX |
| 4,386 | 16,789 | 23,691 | 15,917 | 5,573 | 26,044 | 50,789 | 9,78,393 | 39,887 | 5,72,783 | |
| ... | ... | ... | ... | 37,121 | 1,65,614 | 8,260 | 60,910 | 2,082 | 24,215 | |
| 23,865 | 48,842 | 1,736 | 1 826 | 62,043 | 2,44,738 | 112,911 | 8,21,079 | 40,358 | 3,29,553 | |
| | | | | | | | | | | XXX |
| ... | ... | ... | ... | ... | ... | 573 | 14,766 | 111 | 2,478 | |
| 27 | 712 | 57,373 | 5,776 | 793 | 7,229 | 2,713 | 45,020 | 705 | 15,431 | |
| | | | | | | | | | | XXXI |
| 5,329 | 12,972 | 1,606 | 1,399 | 4,197 | 21,940 | 15,740 | 1,70,526 | 6,036 | 84,063 | |
| 50 | 765 | ... | ... | 59 | 703 | 194 | 7,083 | 779 | 30,714 | |
| 2 | 33 | ... | ... | 446 | 2,918 | 1,290 | 34,537 | 212 | 4,943 | |
| | | | | | | | | | | XXXII |
| 5,393 | 18,502 | 5,289 | 4,705 | 48,448 | 1,12,643 | 89,525 | 2,85,240 | 101,142 | 3,13,121 | |
| 432 | 7,832 | | | 3,839 | 22,449 | 5,692 | 44,252 | 943 | 13,217 | |
| | | | | | | | | | | XXXIII |
| 15 | 180 | 1,860 | 2,071 | 273 | 1,514 | 13,956 | 3,53,601 | 1,124 | 30,356 | |
| 141 | 2,184 | ... | ... | 5 | 44 | 268 | 5,517 | 50 | 2,042 | |
| 8 | 158 | 16 | 17 | 2 | 16 | 534 | 12,650 | 164 | 4,659 | |
| 71 | 495 | ... | ... | 286 | 3,268 | 1,653 | 30,182 | 1,244 | 26,326 | |
| ... | ... | ... | ... | 1 | 8 | 328 | 5,214 | 256 | 3,396 | |
| | | | | | | | | | | XXXIV |
| | | | | | | ... | ... | | | |
| | | | | | | 92,936 | 147,119 | | | |
| 40,765 | 1,49,612 | 18,040 | 17,130 | 109,194 | 5,07,839 | ... | ... | 157,549 | 14,48,678 | |
| | | | | | | ... | ... | | | |
| | | | | | | 44,005 | 3.92,673 | | | |
| | | | | | | 1,220 | 66,991 | | | |
| | | | | | | 133,916 | 15,03,652 | | | |
| 922,483 | 28,90,386 | 835,267 | 4,42,118 | 1,153,896 | 50,78,817 | 2,750,956 | 1,78,87,416 | 2,467,241 | 2,38,82,930 | |

*P. T. O.*

## Appendix 16.
Principal Commodities—Details.

APPEN

*Principal commodities carried on each railway (by systems)*

(Referred to in paragraph

| Pro-gressive No. | GAUGE. | 5′ 6″—*concluded.* | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | CLASSIFICATION No. | 9 G. I. P. SYSTEM. | | 10 B. B. & C. I. SYSTEM. | | | | 11 | |
| | Railways. | Indian Midland. (*f*) *to* (*j*). | | Bombay, Baroda and Central India (*a*) to (*d*) & (*j*) & (*k*). | | Rajputana-Malwa. (*e*) to (*i*). | | Nizam's Guaranteed State. | |
| | Description of commodity. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| I | Apparel including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes | Tons. 280 | Rs. 8,008 | Tons. 208 | Rs. 4,546 | 403 | 10,391 | 85 | 1,861 |
| II | Coal and coke carried for the public and foreign railways | 5,903 | 25,314 | 96,c31 | 4,21,143 | 16,738 | 76,478 | 420,482 | 14,71,869 |
| III | COTTON— | | | | | | | | |
| | 1. Raw | 26,789 | 2,97,871 | 59,854 | 6,72,451 | 45,480 | 7,22,879 | 4,370 | 39,463 |
| | 2. Manufactured— | | | | | | | | |
| | (*a*) Twist and yarn, European | 281 | 5,851 | 207 | 3,528 | 267 | 3,742 | 2,493 | 31,446 |
| | (*b*) Twist and yarn, Indian | 1,840 | 37,569 | 7,848 | 1,04,114 | 8,886 | 2,21 615 | 1,932 | 26,744 |
| | (*c*) Piece goods, European | 5,954 | 1,41,912 | 5,768 | 1,29,481 | 8,059 | 2,28,565 | 2,003 | 30,129 |
| | (*d*) Piece goods, Indian | 4,624 | 72,500 | 16,099 | 2,76,195 | 15 277 | 3,83,612 | 1,300 | 17,702 |
| | (*e*) Others | 47 | 1,461 | 13 | 246 | 120 | 1,914 | 67 | 987 |
| IV | CHEMICALS, EXCEPTING SALTPETRE. | 47 | 1,191 | 2 | 51 | 8 | 160 | 67 | 1,229 |
| V | DRUGS— | | | | | | | | |
| | 1. Intoxicating other than opium | 44 | 1,304 | 41 | 1,157 | 162 | 2,134 | 16 | 242 |
| | 2. Non-intoxicating— | | | | | | | | |
| | (*a*) Medical preparations | 22 | 466 | 10 | 204 | 8 | 318 | 64 | 1,220 |
| | (*b*) Others | 915 | 13,240 | 2,311 | 42,452 | 1,566 | 29,158 | 753 | 7,965 |
| VI | DYES AND TANS— | | | | | | | | |
| | 1. Al (Morinda Citrifolia) | 120 | 888 | ... | ... | 58 | 298 | ... | ... |
| | 2. Alizine and aniline dyes | 342 | 9,918 | 304 | 6,657 | 127 | 2,670 | 98 | 1,466 |
| | 3. Cutch | 355 | 4,267 | 98 | 630 | 95 | 992 | 94 | 852 |
| | 4. Indigo | 92 | 1,873 | 42 | 648 | 398 | 6,575 | 137 | 2,164 |
| | 5. Myrabolans | 382 | 3,875 | 240 | 2,259 | 235 | 2,675 | 594 | 4,179 |
| | 6. Tanning barks | 1,860 | 6,044 | 8 | 23 | 1,211 | 15,352 | 6,694 | 44,389 |
| | 7. Turmeric | 560 | 8,690 | 1,628 | 29,971 | 1,725 | 29,817 | 689 | 10,603 |
| | 8. Others | 1,324 | 11,7 4 | 4,559 | 70,247 | 3,744 | 81,729 | 218 | 3,032 |
| VII | FODDER— | | | | | | | | |
| | 1. Oil-cake | 59 | 360 | 3,945 | 23,036 | 4,301 | 12,120 | 538 | 3,582 |
| | 2. Hay, straw and grass | 30,891 | 2,02,368 | 251354 | 943,054 | 97,786 | 3,87,216 | 8,426 | 38,328 |
| VIII | FRUITS AND VEGETABLES FRESH. | 455 | 3,963 | 12,754 | 65,558 | 22,825 | 1,63,401 | 3,151 | 30,027 |
| IX | GRAINS AND PULSE— | | | | | | | | |
| | 1. Grams and pulse | 118,327 | 11,19,462 | 79,920 | 4,15,904 | 179,076 | 14,04,344 | 15,730 | 86 725 |
| | 2. Jawar and Bajra | 57,849 | 5,35,366 | 119,927 | 5,52,990 | 150,287 | 12,96,981 | 83,582 | 5,30,610 |
| | 3. Rice in the husk | 1,424 | 12,571 | 3,986 | 15,537 | 3,547 | 20,329 | 2,716 | 16,106 |
| | 4. Rice not in the husk | 22,699 | 1,43,605 | 379,832 | 29,61,760 | 121,580 | 5,85,212 | 108,299 | 8,68,070 |
| | 5. Wheat | 149,964 | 14,42,185 | 75,649 | 2,77,982 | 435,183 | 47,32,953 | 12,530 | 63,759 |
| | 6. Wheat flour | 908 | 8,950 | 3,273 | 30,643 | 7,238 | 47,968 | 1,743 | 9,884 |
| | 7. Others | 83,744 | 7,71,737 | 75,342 | 5,75,047 | 374,221 | 33,85,089 | 22,043 | 1,70,691 |
| X | HIDES AND SKINS— | | | | | | | | |
| | 1. Hides of cattle— | | | | | | | | |
| | *a*.—Dressed or tanned | 1 | 8 | 707 | 9,003 | 82 | 1,194 | 127 | 1,296 |
| | *b*.—Raw | 10,185 | 1,94,091 | 22,199 | 2,10,623 | 24,602 | 3,84,727 | 4,134 | 30,939 |
| | 2 Skins of sheep, etc.— | | | | | | | | |
| | *a*.—Dressed or tanned | ... | ... | 1 | 5 | 2 | 9 | 127 | 948 |
| | *b*.—Raw | 4,682 | 53,068 | 2,993 | 40,845 | 5,965 | 57,206 | 3,370 | 28,061 |
| XI | Horns | 224 | 2,992 | 777 | 13,125 | 615 | 5,495 | 523 | 4,337 |
| XII | Hemp (Indian) and other fibres, excluding jute. | 1,586 | 15,688 | 314 | 3,760 | 1,275 | 11,787 | 114 | 1,216 |
| XIII | JUTE— | | | | | | | | |
| | 1. Raw | 88 | 1,075 | 627 | 6,214 | 2,573 | 26,824 | 24 | 362 |
| | 2. Gunny bags and cloth | 4,763 | 48,527 | 7,990 | 43,023 | 16,995 | 1,69,973 | 3,325 | 31,404 |
| XIV | Lac | 334 | 3,549 | 82 | 492 | 287 | 2,806 | 22 | 330 |
| XV | LEATHER— | | | | | | | | |
| | 1. Unwrought | 380 | 2,966 | 160 | 2,758 | 225 | 2 483 | 1,426 | 19,273 |
| | 2. Wrought, excepting boots and shoes. | 294 | 6 126 | 694 | 11,509 | 558 | 10,092 | 320 | 4,24 |
| | Carried over | 540,638 | 52,16,663 | 1,237,797 | 79,63,871 | 1,573,790 | 1,45,29,283 | 714,426 | 36,37,730 |

**DIX 16—*continued.***



*and the earnings therefrom during the Calendar year 1960.*

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| | | 3′ 3⅜″ | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 12 | | 13 | | 14 | | 15 | | Progressive No. |
| Madras. | | Bengal Dooars. | | Dibru-Sadiya. | | Assam-Bengal. | | |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 200 | 4,333 | 22 | 93 | ... | ... | 188 | 2,336 | I |
| 366,863 | 7,55,354 | 6,294 | 13,072 | 205,348 | 3,59,507 | 11,662 | 23,505 | II |
| 16,923 | 2,08,134 | 19 | 112 | 252 | 3,211 | 1,604 | 12,087 | III |
| 3,517 | 41,160 | ... | ... | ... | ... | 599 | 2,325 | |
| 8,430 | 82,688 | 51 | 83 | ... | ... | 55 | 242 | |
| 1,923 | 35,530 | 166 | 592 | ... | ... | 2,029 | 12,214 | |
| 8,610 | 1,05,600 | 47 | 260 | ... | ... | 157 | 1,597 | |
| 74 | 558 | ... | ... | ... | ... | 17 | 153 | |
| 48 | 1,019 | 16 | 110 | ... | ... | 72 | 665 | IV |
| 7 | 180 | ... | ... | ... | ... | 5 | 66 | V |
| 462 | 6,398 | ... | ... | 29 | 556 | 68 | 940 | |
| 1,834 | 18,132 | 13 | 84 | ... | ... | 112 | 748 | |
| 3 | 67 | ... | ... | ... | ... | ... | 1 | VI |
| 212 | 2,441 | ... | ... | ... | ... | 3 | 8 | |
| 9 | 53 | ... | ... | ... | ... | 63 | 220 | |
| 643 | 10,508 | ... | ... | ... | ... | ... | ... | |
| 3,386 | 21,248 | ... | ... | ... | ... | 5 | 15 | |
| 29,633 | 1,90,391 | ... | ... | ... | ... | ... | 1 | |
| 4,458 | 43,517 | ... | ... | ... | ... | 30 | 151 | |
| 1,505 | 14,260 | 6 | 41 | ... | ... | 10 | 85 | |
| 5,146 | 22,205 | ... | ... | ... | ... | 185 | 521 | VII |
| 2,072 | 8,388 | 116 | 469 | ... | ... | 327 | 510 | |
| 9,445 | 73,573 | 23 | 141 | ... | ... | 766 | 3,845 | VIII |
| 34,849 | 2,03,203 | 1,664 | 5,020 | 1,430 | 11,396 | 2,277 | 10,197 | IX |
| 28,724 | 1,27,653 | ... | ... | ... | ... | ... | ... | |
| 33,377 | 1,98,250 | 460 | 1,392 | ... | ... | 295 | 664 | |
| 65,635 | 3,57,496 | 2,996 | 9,535 | 15,390 | 1,10,544 | 43,467 | 93,910 | |
| 1,440 | 6,280 | ... | ... | ... | ... | 346 | 2,156 | |
| 2,618 | 26,894 | 27 | 134 | ... | ... | 954 | 4,786 | |
| 36,370 | 1,80,918 | 21 | 32 | 672 | 4,235 | 220 | 1,127 | |
| 3,856 | 34,635 | ... | ... | ... | ... | 1 | 2 | X |
| 10,477 | 1,22,840 | 105 | 372 | ... | ... | 337 | 2,250 | |
| 5,891 | 56,422 | ... | ... | ... | ... | ... | ... | |
| 26,751 | 2,62,612 | 1 | 5 | ... | ... | 23 | 219 | |
| 499 | 3,432 | ... | ... | ... | ... | 10 | 59 | XI |
| 1,129 | 5,344 | ... | ... | ... | ... | 86 | 399 | XII |
| 33 | 301 | 4,356 | 9,206 | ... | ... | 13,287 | 34,303 | XIII |
| 6,466 | 52,934 | 39 | 213 | ... | ... | 884 | 3,937 | |
| 130 | 1,294 | ... | ... | ... | ... | 312 | 1,337 | XIV |
| 49 | 318 | ... | ... | ... | ... | ... | ... | XV |
| 483 | 11,096 | ... | ... | ... | ... | 3 | 49 | |
| 724,180 | 32,97,659 | 16,442 | 40,966 | 223,121 | 4,89,449 | 80,459 | 2,17,630 | |

*P. T. O.*

## Appendix 16.
Principal Commodities—Details.



*Principal commodities carried on each railway (by systems)*

(Referred to in paragraph

| Progressive No. | | GAUGE. | 5' 6"—concluded | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CLASSIFICATION NO. | 9 | | 10 | | | | 11 | |
| | | Railways. | Indian Midland. (*f*) to (*i*). | | B., B. & C. I. (*a*) to (*d*) and (*j*) and (*k*). | | Rajputana-Malwa. (*e*) to (*i*). | | N. G. S Sytm. | |
| | | Description of commodity—*contd.* | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| | | | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| | | Brought forward . . | 540,638 | 52,16,663 | 1,237,797 | 79,68,871 | 1,573,790 | 1,45,29,283 | 714,426 | 36,37,730 |
| XVI | LIQUORS— | | | | | | | | | |
| | 1. Ale and beer . . . . . | | 1,142 | 10,645 | 1,282 | 18,628 | 2,989 | 21,728 | 1,383 | 10,777 |
| | 2. Spirits of all kinds, including country spirits. | | 179 | 2,871 | 1,639 | 10,921 | 281 | 7,594 | 270 | 4,024 |
| | 3. Wine . . . . . | | 350 | 11,317 | 1,056 | 17,087 | 563 | 9,933 | 62 | 1,022 |
| | 4. All other sorts, including toddy and fermented liquor other than ale and beer. | | 9 | 101 | 62 | 293 | 1 | 33 | 1,009 | 5,643 |
| XVII | METALS— | | | | | | | | | |
| | 1. Brass, unwrought . . . . | | 329 | 5,792 | 518 | 4,167 | 753 | 7,689 | 173 | 1,284 |
| | 2. Brass, wrought . . . . . | | 719 | 10,426 | 2,577 | 30,359 | 3,141 | 43,133 | 353 | 2,856 |
| | 3. Copper, unwrought . . . . | | 85 | 1,238 | 269 | 2,906 | 75 | 1,064 | 47 | 389 |
| | 4. Copper, wrought . . . . | | 117 | 2,332 | 854 | 11,274 | 524 | 8,596 | 108 | 970 |
| | 5. Iron and steel— | | | | | | | | | |
| | (*a*) Cast . . . . . | | 1,941 | 15,010 | 228 | 3,274 | 139 | 1,956 | 375 | 3,519 |
| | (*b*) Unwrought . . . . | | 3,051 | 18,838 | 378 | 4,128 | 866 | 6,026 | 1,471 | 12,179 |
| | (*c*) Wrought . . . . . | | 4,578 | 48,076 | 15,831 | 1,54,410 | 14,720 | 1,72,748 | 2,885 | 20,768 |
| | (*d*) Manufactures . . . . | | 2,584 | 28,824 | 5,350 | 65,411 | 2,612 | 36,682 | 997 | 10,830 |
| | 6. Zinc and spelter . . . . . | | ... | ... | ... | .. | ... | ... | ... | ... |
| | 7. Others . . . . . | | 1,430 | 18,705 | 3,176 | 36,470 | 5,559 | 85,585 | 560 | 6,338 |
| XVIII | OILS— | | | | | | | | | |
| | 1. Kerosine . . . . . | | 3,920 | 32,404 | 13,720 | 1,46,923 | 8,053 | 73,531 | 5,722 | 41,856 |
| | 2. Castor . . . . . | | 251 | 3,680 | 474 | 3,260 | 965 | 6,131 | 247 | 2,177 |
| | 3. Cocoanut . . . . . | | 87 | 1,492 | 676 | 9,317 | 425 | 8,675 | 212 | 2,529 |
| | 4. Mustard and rape . . . . | | 2 | 16 | 349 | 1,741 | 1,361 | 9,285 | 2 | 12 |
| | 5. Others . . . . . | | 655 | 9,719 | 2,786 | 27,554 | 1,850 | 17,676 | 802 | 7,057 |
| XIX | OIL-SEEDS— | | | | | | | | | |
| | 1. Castor . . . . . | | 1,812 | 12,641 | 10,284 | 97,152 | 16,502 | 35,348 | 14,127 | 83,266 |
| | 2. Earthnuts . . . . . | | 134 | 1,134 | 175 | 2,497 | 63 | 1,146 | 76 | 580 |
| | 3. Linseed . . . . . | | 20,231 | 1,60,631 | 1,401 | 9,153 | 1,401 | 16,535 | 1,472 | 8,293 |
| | 4. Poppy . . . . . | | 12,734 | 99,829 | 4,484 | 29,047 | 6,971 | 70,173 | 130 | 700 |
| | 5. Rape and mustard . . . . | | 17,053 | 1,29,916 | 12,170 | 98,708 | 23,147 | 1,37,774 | 142 | 1,197 |
| | 6. Til or jinjili . . . . . | | 22,810 | 1,78,547 | 21,039 | 94,603 | 28,048 | 2,40,268 | 7,370 | 39,030 |
| | 7. Cotton seed . . . . . | | ... | ... | ... | ... | ... | ... | ... | ... |
| | 8. Others . . . . . | | 1,617 | 11,224 | 2,576 | 14,929 | 2,171 | 12,402 | 1,299 | 6,107 |
| XX | OPIUM . . . . . | | 389 | 5,266 | 2,810 | 85,017 | 4,241 | 70,928 | 17 | 604 |
| XXI | PAPER AND PASTE-BOARD . . . . | | 504 | 10,278 | 1,359 | 22,226 | 1,276 | 16,803 | 717 | 8,306 |
| XXII | PROVISIONS— | | | | | | | | | |
| | 1. Dried fruits . . . . . | | 3,785 | 56,373 | 26,706 | 2,72,975 | 16,259 | 1,60,422 | 8,403 | 75,610 |
| | 2. Ghee . . . . . | | 11,867 | 1,32,470 | 9,222 | 82,835 | 16,571 | 2,29,036 | 1,701 | 20,419 |
| | 3. Potatoes . . . . . | | ... | ... | ... | ... | ... | ... | ... | ... |
| | 4. Others . . . . . | | 9,966 | 94,943 | 18,653 | 1,06,499 | 12,464 | 87,432 | 1,410 | 14,408 |
| XXIII | RAILWAY PLANT AND ROLLING STOCK CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS. | | | | | | | | | |
| | 1. Locomotives, engines and tenders and parts thereof. | | 7 | 95 | 271 | 1,506 | 286 | 1,737 | 67 | 226 |
| | 2. Carriages and trucks and tenders and parts thereof. | | ... | ... | 413 | 1,844 | 238 | 486 | ... | ... |
| | 3. Materials— | | | | | | | | | |
| | (*a*) Steel rails and fish plates . . | | 128 | 505 | 12,088 | 56,673 | 5,750 | 20,506 | 517 | 4,082 |
| | (*b*) Sleepers and keys of steel and castiron. | | 29 | 174 | 2,902 | 12,601 | 2,482 | 9,646 | 782 | 4,438 |
| | (*c*) Sleepers of wood . . . | | ... | ... | ... | ... | ... | ... | ... | ... |
| | (*d*) Others . . . . . | | 338 | 1,343 | 25,407 | 95,855 | 7,671 | 32,923 | ... | ... |
| XXIV | SALT . . . . . | | 46,565 | 3,53,346 | 177,499 | 4,78,233 | 263,164 | 22,21,718 | 37,346 | 1,97,428 |
| XXV | SALTPETRE AND OTHER SALINE SUBSTANCES- | | | | | | | | | |
| | 1. Saltpetre . . . . . | | 290 | 3,295 | 1,614 | 13,971 | 9,466 | 63,315 | 178 | 1,292 |
| | 2. Other saline substances . . . | | 254 | 2,655 | 34 | 5,056 | 1,352 | 8,114 | 1,589 | 11,957 |
| | Carried over . . . | | 712,646 | 66,92 874 | 1,620,435 | 1,00,98,37 | 2,038,190 | 1,84,84,058 | 808,442 | 42,40,90 |

**DIX 16—*continued.***

*'and the earnings therefrom during the Calendar year 1900.*

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| 12 | | 13 | | 14 | | 15 | | Progressive No. |
|---|---|---|---|---|---|---|---|---|
| Madras. | | Bengal Dooars. | | Dibru-Sadiya. | | Assam-Bengal. | | |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 724,180 | 32,97,659 | 16,442 | 40,966 | 223,121 | 4,89,449 | 80,459 | 2,17,630 | |
| 2,947 | 29,706 | 9 | 67 | ... | ... | 93 | 800 | XVI |
| 3,061 | 28,274 | ... | ... | ... | ... | 42 | 632 | |
| 162 | 2,814 | 46 | 357 | ... | ... | 98 | 1,379 | |
| 1,774 | 8,102 | ... | ... | 174 | 1,621 | 4 | 57 | |
| 413 | 3,278 | ... | ... | ... | ... | 7 | 35 | XVII |
| 297 | 3,284 | 4 | 20 | ... | ... | 157 | 1,017 | |
| 65 | 651 | ... | ... | ... | ... | 2 | 11 | |
| 44 | 442 | 5 | 7 | ... | ... | 6 | 33 | |
| 410 | 5,655 | 71 | 551 | 3,761 | 34,201 | 29 | 213 | |
| 723 | 4,999 | ... | ... | ... | ... | 17 | 110 | |
| 11,469 | 91,433 | 1,158 | 7,612 | ... | ... | 1,429 | 8,782 | |
| 5,362 | 32,271 | 799 | 6,883 | ... | ... | 1,322 | 11,811 | |
| ... | ... | ... | ... | ... | ... | ... | ... | |
| 1,969 | 11,377 | 543 | 3,517 | 552 | 8,444 | 496 | 4,782 | |
| 14,879 | 1,47,620 | 309 | 1,831 | ... | ... | 4,334 | 14,255 | XVIII |
| 1,464 | 7,025 | ... | ... | ... | ... | 72 | 425 | |
| 1,647 | 18,937 | ... | ... | ... | ... | 31 | 171 | |
| 27 | 244 | 64 | 354 | ... | ... | 251 | 1,150 | |
| 4,321 | 31,238 | 30 | 194 | 3,994 | 11,102 | 123 | 838 | |
| 5,995 | 37,182 | ... | ... | ... | ... | 15 | 49 | XIX |
| 3,003 | 16,387 | ... | ... | ... | ... | 6 | 22 | |
| 76 | 372 | ... | ... | ... | ... | 215 | 588 | |
| 106 | 852 | ... | ... | ... | ... | 1 | 6 | |
| 372 | 2,935 | 189 | 305 | ... | ... | 758 | 2,917 | |
| 10,729 | 56,760 | ... | ... | ... | ... | 814 | 3,201 | |
| ... | ... | ... | ... | ... | ... | ... | ... | |
| 11,489 | 79,619 | ... | ... | ... | ... | 130 | 547 | |
| ... | ... | ... | ... | ... | ... | 7 | 140 | XX |
| 873 | 7,530 | 3 | 5 | ... | ... | 73 | 415 | XXI |
| 3,331 | 22,050 | 1 | 3 | ... | ... | 147 | 826 | XXII |
| 3,787 | 49,904 | ... | ... | ... | ... | 216 | 1,516 | |
| ... | ... | ... | ... | ... | ... | ... | ... | |
| 58,516 | 4,53,601 | 377 | 1,832 | 285 | 2,564 | 4,382 | 28,309 | |
| | | | | | | | | XXIII |
| 85 | 715 | ... | ... | ... | ... | ... | ... | |
| 36 | 154 | ... | ... | ... | ... | ... | ... | |
| 1,015 | 6,962 | 3,156 | 1,765 | ... | ... | ... | ... | |
| 149 | 330 | 6,005 | 3,447 | ... | ... | ... | ... | |
| ... | ... | ... | ... | ... | ... | ... | ... | |
| 169 | 1,186 | 1,385 | 1,025 | ... | ... | 14 | 43 | |
| 61,851 | 3,98,246 | 1,782 | 3,836 | 339 | 2,969 | 2,180 | 5,228 | XXIV |
| | | | | | | | | XXV |
| 79 | 704 | ... | ... | ... | ... | 30 | 148 | |
| 2 | 42 | 66 | 136 | ... | ... | 49 | 228 | |
| 936,877 | 48,60,540 | 32,444 | 74,713 | 232,226 | 5,50,350 | 98,009 | 3,08,314 | |

*P. T. O.*

## Appendix 16.
Principal Commodities—Details.



*Principal commodities carried on each railway (by systems)*

(Referred to in para

| Pro-gressive No. | GAUGES. | 5' 6" | | | | | |
|---|---|---|---|---|---|---|---|
| | CLASSIFICATION No. | 9 | | 10 | | | |
| | Railways. | Indian Midland. (*f*) to (*i*). | | Bombay, Baroda and Central India. (*a*) to (*d*) & (*j*) & (*k*). | | Rajputana-Malwa. (*e*) to (*i*). | |
| | Description of commodity—*concld.* | Quantity | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| | | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| | Brought forward | 712,646 | 66,92,874 | 1,620,435 | 1,00,98,374 | 2,038,190 | 1,84,84,058 |
| XXVI | SILK— | | | | | | |
| | 1. Raw— | | | | | | |
| | (*a*). Foreign | ... | 7 | 268 | 6,646 | 241 | 14,005 |
| | (*b*). Indian | 2 | 50 | 77 | 1,910 | 18 | 263 |
| | 2. PIECE-GOODS— | | | | | | |
| | (*a*). Foreign | ... | 2 | 11 | 380 | 11 | 715 |
| | (*b*). Indian | 15 | 620 | 103 | 3,212 | 72 | 4,523 |
| XXVII | SPICES— | | | | | | |
| | 1. Betel-nuts | 1,087 | 13,213 | 1,245 | 21,942 | 881 | 14,269 |
| | 2. Cardamoms | 27 | 828 | 16 | 362 | 29 | 954 |
| | 3. Chillies | 2,737 | 67,201 | 2,151 | 15,941 | 4,874 | 1,09,330 |
| | 4. Ginger | 108 | 1,615 | 735 | 6,006 | 204 | 4,417 |
| | 5. Pepper | 236 | 6,428 | 350 | 8,274 | 277 | 9,637 |
| | 6. Others | 2,207 | 27,734 | 6,027 | 64,543 | 8,410 | 1,00,431 |
| XXVIII | STONE AND LIME | 45,643 | 65,508 | 30,912 | 79,290 | 26,908 | 85,444 |
| XXIX | SUGAR— | | | | | | |
| | 1. Refined or crystalized, including sugar-candy. | 11,666 | 1,36,288 | 31,390 | 3,78,847 | 22,876 | 2,23,016 |
| | 2. Unrefined— | | | | | | |
| | (*a*). Sugar | 6,251 | 57,761 | 1,147 | 7,681 | 25,556 | 2,14,674 |
| | (*b*). *Gur, rab*, jagree, molasses, and other saccharine produce. | 26,163 | 3,18,682 | 25,667 | 2,22,804 | 78,911 | 8,58,692 |
| XXX | TEA— | | | | | | |
| | 1. Foreign | 16 | 359 | 386 | 5,480 | 331 | 9,338 |
| | 2. Indian | 574 | 9,106 | 274 | 4,067 | 299 | 6,150 |
| XXXI | TOBACCO— | | | | | | |
| | 1. Unmanufactured | 2,833 | 32,445 | 13,413 | 81,071 | 12,022 | 1,31,120 |
| | 2. Manufactured— | | | | | | |
| | (*a*). Cigar | 119 | 3,122 | 135 | 1,838 | 127 | 4,880 |
| | (*b*). Other sorts | 421 | 5,890 | 266 | 765 | 594 | 7,497 |
| XXXII | WOOD— | | | | | | |
| | 1. Timber, unwrought | 17,745 | 42,305 | 18,143 | 1,02,250 | 20,019 | 68,283 |
| | 2. Manufactures | 1,857 | 15,031 | 3,312 | 26,238 | 3,230 | 17,481 |
| XXXIII | WOOL— | | | | | | |
| | 1. Raw | 281 | 5,856 | 2,739 | 59,234 | 3,813 | 69,578 |
| | 2. Manufactured— | | | | | | |
| | (*a*). Carpets and rugs | 13 | 278 | 154 | 3,836 | 201 | 7,780 |
| | (*b*). Piece-goods, European | 14 | 367 | 39 | 885 | 91 | 3,235 |
| | (*c*). Piece-goods, Indian | 217 | 4,332 | 447 | 10,145 | 784 | 22,495 |
| | (*d*). Other sorts of manufactures | 73 | 1,560 | 5 | 67 | 20 | 268 |
| XXXIV | ALL OTHER ARTICLES OF MERCHANDISE— | | | | | | |
| | 1. Bones | | | ... | ... | ... | ... |
| | 2. Firewood | | | 38,047 | 1,16,431 | 84,713 | 73,765 |
| | 3. Indigo seed | | | ... | ... | ... | ... |
| | 4. Paints and colors | | | ... | ... | ... | ... |
| | 5. Seeds other than oil-seeds | 36,312 | 2,55,986 | ... | ... | ... | ... |
| | 6. Manures | | | ... | ... | ... | ... |
| | 7. Lucifer matches | | | ... | ... | ... | ... |
| | 8. Others | | | 181,071 | 10,44,656 | 174,150 | 11,21,751 |
| | TOTAL | 869,263 | 77,65,448 | 1,978,959 | 1,23,73,175 | 2,507,852 | 2,16,68,049 |

**DIX 16—*continued.***

**Appendix 16.**
Principal Commodities—Details.

*and the earnings therefrom during the Calendar year 1906.*

graph 26 of Report).

| 11 | | 12 | | 3′ 3½″ 13 | | 14 | | 15 | | Pro-gressive No. |
|---|---|---|---|---|---|---|---|---|---|---|
| Nizam's guaranteed State. | | Madras. | | Bengal Dooars. | | Dibru-Sadiya. | | Assam-Bengal. | | |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| Tons. | Rs. | Tons. | Rs. | Tons, | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 808,442 | 42,49,903 | 936,877 | 48,60,540 | 32,444 | 74,713 | 232,226 | 5,50,350 | 98,009 | 3,08,314 | |
| | | | | | | | | | | XXVI |
| 2 | 61 | 5 | 103 | ... | ... | ... | ... | ... | ... | |
| ... | 6 | 156 | 3,166 | ... | ... | ... | | 9 | 76 | |
| ... | 1 | 1 | 39 | ... | ... | ... | ... | ... | ... | |
| 4 | 93 | 17 | 160 | .. | ... | ... | ... | 6 | 48 | |
| | | | | | | | | | | XXVII |
| 992 | 9,811 | 8,768 | 1,01,002 | 117 | 257 | ... | ... | 1,597 | 10,355 | |
| 1 | 14 | 8 | 133 | 10 | 80 | ... | ... | ... | 3 | |
| 2,966 | 27,181 | 6,476 | 72,271 | ... | ... | ... | ... | 487 | 2,691 | |
| 87 | 706 | 408 | 2,986 | 2 | 5 | ... | ... | 11 | 66 | |
| 46 | 515 | 1,070 | 15,145 | 15 | 39 | ... | ... | 51 | 283 | |
| 1,380 | 11,943 | 2,288 | 14,104 | 20 | 79 | ... | ... | 250 | 1,461 | |
| 7,999 | 31,850 | 47,605 | 1,03,506 | 510 | 2,091 | 2,495 | 11,081 | 1,995 | 4,261 | XXVIII |
| | | | | | | | | | | XXIX |
| 3,494 | 30,170 | 4,335 | 27,066 | 21 | 80 | ... | ... | 451 | 1,824 | |
| 730 | 7,168 | 3,602 | 26,489 | 85 | 314 | 247 | 1,990 | 688 | 2,954 | |
| 3,365 | 30,609 | 22,361 | 1,33,101 | 254 | 1,641 | ... | ... | 3,631 | 16,399 | |
| | | | | | | | | | | XXX |
| 15 | 234 | 1 | 14 | ... | ... | ... | ... | ... | ... | |
| 51 | 845 | 483 | 9,217 | 14,790 | 1,33,841 | 8,175 | 72,548 | 10,782 | 90,779 | |
| | | | | | | | | | | XXXI |
| 2,138 | 27,233 | 12,465 | 99,608 | 377 | 665 | ... | ... | 459 | 2,480 | |
| 86 | 1,265 | 663 | 8,755 | 16 | 100 | ... | ... | 3 | 42 | |
| 50 | 784 | 1,037 | 15,137 | ... | ... | ... | ... | 108 | 764 | |
| | | | | | | | | | | XXXII |
| 15,219 | 64,697 | 148,844 | 4,79,781 | 393 | 1,771 | 3,990 | 16,189 | 719 | 3,032 | |
| 829 | 8,141 | 2,124 | 19,561 | 709 | 5,027 | ... | ... | 1,924 | 13,719 | |
| | | | | | | | | | | XXXIII |
| 202 | 1,773 | 2,469 | 16,466 | ... | ... | ... | ... | 1 | 7 | |
| 65 | 963 | 229 | 1,721 | ... | ... | ... | ... | 1 | 13 | |
| 11 | 161 | 205 | 5,357 | ... | ... | ... | ... | 4 | 27 | |
| 282 | 3,728 | 253 | 3,531 | ... | ... | ... | ... | 11 | 130 | |
| ... | ... | 354 | 5,690 | ... | ... | ... | ... | 61 | 597 | |
| | | | | | | | | | | XXXIV |
| 23,359 | 1,54,616 | 71,992 | 6,81,724 | 3,680 | 19,492 | 13,965 | 47,560 | 6,860 | 41,839 | |
| 871,815 | 46,64,471 | 1,274,096 | 67,06,373 | 53,443 | 2,40,195 | 261,098 | 6,99,718 | 128,118 | 5,02,164 | |

*P. T. O.*

**Appendix 16.**
Principal Commodities—Details.

**APPEN**

*Principal commodities carried on each railway (by systems)*

(Referred to in para

| Progressive No. | GAUGE. | 3' 3½" | | | | | |
|---|---|---|---|---|---|---|---|
| | CLASSIFICATION No. | 17 | | 18 | | 19 | |
| | Railways. | Bengal and North-Western. | | Rohilkund and Kumaon. | | Jodhpur-Bikaner. | |
| | Description of commodity. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| | | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| I | Apparel, including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes | 520 | 4,618 | 354 | 3,001 | 168 | 267 |
| II | Coal and coke carried for the public and foreign railways | 43,827 | 73,084 | 563 | 769 | 10,517 | 14,006 |
| III | COTTON— | | | | | | |
| | 1 Raw | 756 | 6,761 | 50 | 271 | 87 | 671 |
| | 2. Manufactured— | | | | | | |
| | (*a*) Twist and yarn, European | 242 | 1,712 | 29 | 126 | 2 | 15 |
| | (*b*) Twist and yarn, Indian | 3,484 | 27,806 | 1,076 | 4,809 | 125 | 979 |
| | (*c*) Piece goods European | 15,732 | 1,05,582 | 212 | 1,360 | 293 | 2,648 |
| | (*d*) Piece goods, Indian | 3,962 | 27,834 | 2,057 | 11,621 | 1,073 | 6,693 |
| | (*e*) Others | 8 | 61 | 62 | 447 | 1 | 7 |
| IV | CHEMICALS, EXCEPTING SALTPETRE | 4 | 35 | 17 | 233 | ... | ... |
| V | DRUGS— | | | | | | |
| | 1. Intoxicating other than opium | 280 | 4,382 | 60 | 588 | 7 | 152 |
| | 2. Non intoxicating— | | | | | | |
| | *a*. Medical preparations | ... | ... | 39 | 360 | 8 | 121 |
| | *b*. Others | 3,231 | 18,603 | 705 | 4,515 | 42 | 402 |
| VI | DYES AND TANS— | | | | | | |
| | 1. Al (Morinda Citrifolia) | ... | ... | 5 | 37 | ... | 2 |
| | 2. Alizarine and aniline dyes | 43 | 386 | 3 | 20 | 7 | 53 |
| | 3. Cutch | 408 | 3,088 | 256 | 839 | ... | 3 |
| | 4. Indigo | 2,816 | 23,396 | 9 | 61 | 8 | 45 |
| | 5. Myrabolams | 11 | 49 | 7 | 48 | 16 | 97 |
| | 6. Tanning barks | 431 | 1,117 | 358 | 1,011 | 80 | 315 |
| | 7. Turmeric | 2,481 | 17,453 | 414 | 1,827 | 106 | 943 |
| | 8. Others | 320 | 1,857 | 86 | 575 | 276 | 985 |
| VII | FODDER— | | | | | | |
| | 1. Oil-cake | 5,929 | 19,488 | 306 | 975 | 28 | 198 |
| | 2. Hay, straw and grass | 2,051 | 8,963 | 736 | 1,384 | 7,360 | 30,189 |
| VIII | FRUITS AND VEGETABLES, FRESH | 5,710 | 14,521 | 9,477 | 45,347 | 381 | 2,284 |
| IX | GRAIN AND PULSE— | | | | | | |
| | 1. Gram and pulse | 41,868 | 1,32,553 | 30,759 | 87,007 | 7,351 | 32,304 |
| | 2. Jawar and Bajra | 837 | 2,051 | 4,448 | 11,574 | 15,101 | 79,983 |
| | 3. Rice in the husk | 42,868 | 1,40,958 | 3,813 | 9,767 | 239 | 1,033 |
| | 4. Rice not in the husk | 171,315 | 7,13,393 | 6,647 | 14,500 | 4,311 | 17,824 |
| | 5. Wheat | 29,597 | 93,956 | 41,665 | 94,481 | 75,368 | 3,19,663 |
| | 6. Wheat flour | 3,774 | 12,618 | 887 | 4,258 | 1,195 | 7,145 |
| | 7. Others | 128,558 | 4,45,912 | 22,649 | 54,941 | 25,841 | 1,14,703 |
| X | HIDES AND SKINS— | | | | | | |
| | 1. Hides of cattle— | | | | | | |
| | *a*.—Dressed or tanned | 13 | 97 | ... | ... | 2 | 12 |
| | *b*.—Raw | 4,851 | 27,912 | 450 | 2,122 | 816 | 7,923 |
| | 2. Skins of sheep, &c— | | | | | | |
| | *a*.—Dressed or tanned | 18 | 97 | ... | ... | ... | 7 |
| | *b*.—Raw | 2,068 | 10,794 | 173 | 698 | 492 | 3,905 |
| XI | Horns | 112 | 864 | 85 | 511 | 18 | 139 |
| XII | Hemp (Indian) and other fibres, excluding jute | 53 | 457 | 2,744 | 12,810 | 1 | 4 |
| XIII | JUTE— | | | | | | |
| | 1. Raw | 1,042 | 4,947 | 2 | 4 | 217 | 1,451 |
| | 2. Gunny bags and cloth | 13,777 | 70,305 | 2,623 | 9,787 | 1,861 | 13,095 |
| XIV | Lac | 1,234 | 4,648 | 118 | 474 | 6 | 39 |
| XV | LEATHER— | | | | | | |
| | 1. Unwrought | 7 | 33 | 8 | 52 | 2 | 16 |
| | 2. Wrought, excepting boots and shoes | 48 | 443 | 20 | 125 | 24 | 228 |
| | Carried over | 534,286 | 29,22,834 | 133,972 | 3,83,335 | 153,430 | 6,60,549 |

*and the earnings therefrom during the Calendar year 1900.*

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| 3' 2¾" | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 20 | | 21 | | 22 | | 24 (*a*) to (*c*) | | Progressive No. |
| Udaipur-Chitor. | | Bhavnagar-Gondal-Junagad-Porbandar. | | Southern Mahratta. | | South Indian. | | |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | I |
| 2 | 13 | 213 | 1,950 | 171 | 2,520 | 121 | 2,624 | |
| 125 | 368 | 2,719 | 7,982 | 2,410 | 12,040 | 13,774 | 20,239 | II |
| 288 | 1,889 | 4,261 | 28,675 | 51,747 | 2,08,449 | 18,204 | 1,30,774 | III |
| ... | 3 | 76 | 317 | 2,516 | 25,635 | 3,107 | 33,492 | |
| 5 | 46 | 533 | 3,227 | 7,441 | 65,141 | 4,940 | 43,573 | |
| 21 | 181 | 586 | 4,423 | 3,030 | 37,954 | 6,545 | 92,952 | |
| 203 | 1,710 | 934 | 7,014 | 4,244 | 57,616 | 3,405 | 37,109 | |
| ... | ... | 12 | 109 | 333 | 4,092 | 93 | 1,350 | |
| ... | ... | 54 | 718 | 329 | 3,881 | 63 | 1,810 | IV |
| ... | ... | 27 | 309 | 74 | 1,733 | 37 | 325 | V |
| ... | ... | 59 | 535 | 79 | 1,134 | 616 | 4,567 | |
| 26 | 220 | 68 | 656 | 1,041 | 8,371 | 2,447 | 25,116 | |
| ... | ... | 12 | 74 | 69 | 455 | 25 | 267 | VI |
| ... | ... | 12 | 74 | 69 | 455 | 25 | 267 | |
| 3 | 16 | 59 | 433 | 139 | 1,798 | 451 | 4,964 | |
| 16 | 29 | 7 | 43 | 204 | 1,449 | 153 | 1,011 | |
| 1 | 8 | 3 | 29 | 133 | 1,749 | 454 | 4,961 | |
| ... | ... | 77 | 344 | 6,649 | 25,099 | 947 | 5,177 | |
| ... | ... | 105 | 602 | 26,057 | 68,021 | 6,627 | 57,597 | |
| 42 | 323 | 151 | 798 | 4,680 | 30,577 | 2,372 | 19,782 | |
| 13 | 103 | 234 | 1,582 | 976 | 7,518 | 2,401 | 20,435 | |
| 6 | 20 | 502 | 1,765 | 5,572 | 21,784 | 24,653 | 92,615 | VII |
| 3,441 | 15,888 | 19,379 | 91,727 | 12,524 | 32,780 | 365 | 1,956 | |
| 21 | 138 | 2,865 | 11,457 | 8,222 | 48,086 | 20,769 | 1,15,633 | VIII |
| 3,262 | 15,990 | 8,418 | 29,038 | 41,710 | 2,85,592 | 38,196 | 1,70,082 | IX |
| 317 | 1,255 | 71,540 | 2,54,303 | 121,298 | 9,98,962 | 11,868 | 47,813 | |
| 15 | 88 | 85 | 226 | 10,522 | 61 479 | 73,267 | 2,37,647 | |
| 1,799 | 7,082 | 58,519 | 2,53,732 | 101,455 | 7,19,430 | 63,866 | 2,08,134 | |
| 10,513 | 38,418 | 17,926 | 74,383 | 13,995 | 80,119 | 771 | 4,321 | |
| 20 | 104 | 239 | 1,341 | 1,275 | 11,462 | 926 | 5,359 | |
| 24,205 | 73,754 | 15,293 | 54,776 | 19,652 | 1,17,590 | 11,854 | 52,117 | |
| ... | ... | 57 | 334 | 98 | 601 | 891 | 9,237 | X |
| 233 | 3,087 | 1,927 | 17,699 | 1,203 | 9,233 | 1,844 | 14,406 | |
| ... | ... | 32 | 173 | 395 | 1,858 | 1,547 | 29,824 | |
| 269 | 2,027 | 157 | 1,302 | 7,694 | 53,926 | 5,667 | 40,706 | |
| 32 | 227 | 67 | 375 | 502 | 4,403 | 155 | 1,506 | XI |
| ... | ... | 3 | 7 | 3,319 | 25,522 | 1,434 | 21,485 | XII |
| 4 | 26 | ... | 1 | 53 | 358 | 61 | 719 | XIII |
| 332 | 1,730 | 1,670 | 5,792 | 7,759 | 57,163 | 6,696 | 38,434 | |
| 1 | 8 | 14 | 67 | 26 | 159 | 302 | 1,414 | XIV |
| 4 | 21 | 105 | 785 | 532 | 6,121 | 8 | 112 | XV |
| | | 31 | 303 | 194 | 2,616 | 37 | 523 | |
| 45,219 | 1,64,772 | 209,019 | 8,59,406 | 470,322 | 31,04,176 | 331,959 | 16,02,168 | |

*P. T. O.*

## Appendix 16.
Principal Commodities—Details.



*Principal commodities carried on each railway (by systems).*

(Referred to in para

| Progressive No. | GAUGE. | 5' 3½". | | | | | |
|---|---|---|---|---|---|---|---|
| | CLASSIFICATION No. | 17 | | 18 | | 19 | |
| | Railways. | Bengal and North-Western. | | Rohilkund and Kumaon. | | Jodhpur-Bikaner. | |
| | Description of commodity—*contd.* | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| | | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| | Brought forward | 534,286 | 20,22,834 | 133,972 | 383,335 | 153,430 | 6,60,549 |
| XVI | LIQUORS— | | | | | | |
| | 1. Ale and beer | 110 | 617 | 908 | 4,527 | ... | 8 |
| | 2. Spirits of all kinds, including country spirits. | 8 | 56 | 34 | 280 | ... | 10 |
| | 3. Wine | 273 | 2,398 | 150 | 1,440 | 8 | 120 |
| | 4. All other sorts, including toddy and fermented liquor other than ale and beer. | ... | ... | 17 | 82 | .. | ... |
| XVII | METALS— | | | | | | |
| | 1. Brass, unwrought | 177 | 1,059 | 47 | 182 | 2 | 19 |
| | 2. Brass, wrought | 1,403 | 8,283 | 367 | 2,020 | 24 | 212 |
| | 3. Copper, unwrought | 5 | 29 | 18 | 85 | 9 | 32 |
| | 4. Copper, wrought | 198 | 1,645 | 18 | 84 | 139 | 850 |
| | 5. Iron and steel— | | | | | | |
| | *a.* Cast | 741 | 2,644 | 207 | 852 | 5 | 17 |
| | *b.* Unwrought | 52 | 233 | 37 | 169 | 418 | 2,846 |
| | *c.* Wrought | 5,754 | 24,227 | 1,595 | 8,523 | 746 | 3,828 |
| | *d.* Manufactures | 1,930 | 12,046 | 318 | 1,598 | 15 | 126 |
| | 6. Zinc and spelter | ... | ... | ... | ... | ... | ... |
| | 7. Others | 1,812 | 10,917 | 172 | 702 | 213 | 1,280 |
| XVIII | OILS— | | | | | | |
| | 1. Kerosine | 11,987 | 41,337 | 1,549 | 4,960 | 292 | 1,885 |
| | 2. Castor | 233 | 1,313 | 25 | 90 | 70 | 470 |
| | 3. Cocoanut | 286 | 1,467 | 13 | 30 | ... | 1 |
| | 4. Mustard and rape | 208 | 757 | 57 | 332 | 5 | 34 |
| | 5. Others | 200 | 1,711 | 58 | 306 | 111 | 767 |
| XIX | OIL SEEDS— | | | | | | |
| | 1. Castor | 4,633 | 9,925 | 2,327 | 6,415 | 16 | 82 |
| | 2. Earthnuts | ... | ... | ... | ... | ... | ... |
| | 3. Linseed | 79,494 | 2,42,424 | 5,969 | 13,742 | 1 | 10 |
| | 4. Poppy | 4,239 | 21,331 | 2,081 | 3,638 | 9 | 47 |
| | 5. Rape and mustard | 20,812 | 87,509 | 8,486 | 22,593 | 36 | 175 |
| | 6. Til or jinjili | 369 | 1,484 | 1,293 | 3,221 | 2,196 | 10,874 |
| | 7. Cotton seeds | ... | ... | ... | ... | ... | ... |
| | 8. Others | 37,031 | 1,32,842 | 282 | 809 | 18 | 128 |
| XX | OPIUM | 4,292 | 76,680 | 230 | 2,537 | 21 | 281 |
| XXI | PAPER AND PASTE-BOARD | 310 | 1,910 | 55 | 331 | 81 | 601 |
| XXII | PROVISIONS— | | | | | | |
| | 1. Dried fruits | 1,110 | 10,955 | 383 | 2,665 | 868 | 5,736 |
| | 2. Ghee | 3,567 | 25,455 | 381 | 2,069 | 3,119 | 22,003 |
| | 3. Potatoes | ... | ... | ... | ... | ... | ... |
| | 4. Others | 6,841 | 28,051 | 559 | 2,981 | 550 | 3,086 |
| XXIII | RAILWAY PLANT AND ROLLING STOCK CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS. | | | | | | |
| | 1. Locomotives, engines and tenders and parts thereof. | ... | ... | ... | ... | ... | ... |
| | 2. Carriages & trucks and parts thereof. | ... | ... | ... | ... | ... | ... |
| | 3. Materials— | | | | | | |
| | *a.* Steel rails and fish-plates | ... | ... | 1 | 10 | 623 | 2,357 |
| | *b.* Sleepers & keys of steel and cast-iron. | 2,735 | 6,980 | 14 | 73 | 323 | 1,011 |
| | *c.* Sleepers of wood | ... | ... | 4,596 | 17,693 | ... | ... |
| | *d.* Others | ... | ... | 89 | 385 | 24,356 | 23,807 |
| XXIV | SALT | 81,384 | 2,20,622 | 11,925 | 31,951 | 36,535 | 2,17,686 |
| XXV | SALTPETRE AND OTHER SALINE SUBSTANCES— | | | | | | |
| | 1. Saltpetre | 10,046 | 33,550 | 100 | 371 | 36 | 201 |
| | 2. Other saline substances | 244 | 835 | 111 | 330 | 245 | 1,434 |
| | Carried over | 816,770 | 30,34,126 | 178,444 | 521,329 | 224,520 | 9,62,573 |

*and the earnings therefrom during the Calendar year 1900.*

graph 26 of Report.)

| 3' 3¾". | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 20 | | 21 | | 22 | | 24 (*a*) to (*c*) | | Progressive No |
| Udaipur-Chitor. | | Bhavnagar-Gondal-Junagad-Porbandar. | | Southern Mahratta. | | South Indian. | | |
| Quantity. | Earnnigs. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| Tons, | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 45,219 | 1,64,772 | 209,019 | 8,59,406 | 470,322 | 31,04,476 | 331,959 | 16,02,168 | |
| ... 8 | 6 93 | 14 115 | 95 1,102 | 1,466 1,935 | 12,319 17,411 | 225 2,373 | 2,477 18,052 | XVI |
| 1 ... | 11 ... | 26 2 | 264 16 | 84 3,527 | 1,426 13,401 | 243 382 | 3,631 1,504 | |
| 70 86 4 7 | 385 452 35 31 | 392 100 348 63 | 2,048 661 1,773 540 | 51 702 26 375 | 394 7,040 227 4,068 | 643 658 85 49 | 4,946 7,504 681 664 | XVII |
| ... 5 110 8 | ... 22 751 68 | 146 190 880 260 | 901 779 5,533 1,501 | 828 1,547 5,053 2,952 | 5,496 9,824 33,459 25,041 | 753 1,870 5,359 3,550 | 12,122 10,256 44,840 52,101 | |
| ... 65 | ... 391 | ... 403 | ... 2,387 | ... 869 | ... 8,370 | ... 924 | ... 10,033 | |
| 181 1 5 3 37 | 941 9 23 29 251 | 3,595 54 144 136 656 | 16,280 213 734 293 3,754 | 20 984 767 1,763 ... 4,685 | 1,24,846 5,688 9,367 3 25,485 | 13,324 1,967 1,048 125 8,038 | 1,15,157 12,847 6,110 970 37,025 | XVIII |
| 1 2 1 10 14 179 | 4 17 7 20 77 696 | 210 48 2 4 24 5,491 | 1,102 325 8 28 90 21,386 | 6,906 784 777 1,226 548 9,301 | 39,561 5,055 3,247 6,371 3,436 51,478 | 4,418 17,435 15 38 787 12,781 | 18,606 29,570 101 333 3,859 68,851 | XIX |
| ... ... | ... 1 | ... 8,802 | ... 29,006 | ... 10,555 | ... 62,249 | ... 1,049 | ... 5,252 | |
| 152 | 1,194 | 14 | 241 | 4 | 90 | ... | ... | XX |
| 49 | 397 | 163 | 1,216 | 595 | 6,934 | 1,158 | 22,188 | XXI |
| 674 546 ... 342 | 4,693 3,111 ... 3,159 | 4,247 2,428 ... 6,323 | 18,295 11,886 ... 33,370 | 29,188 5,098 ... 13,237 | 1,84,856 44,037 ... 76,141 | 1,124 958 ... 18,149 | 6,905 8,228 ... 1,07,866 | XXII XXIII |
| ... | ... | 48 | 241 | 59 | 488 | 48 | 355 | |
| ... | ... | 33 | 103 | 55 | 781 | ... | 1 | |
| 21 ... | 33 ... | 102 34 | 316 84 | 33 30 | 143 79 | 71 6 | 369 29 | |
| ... 12 | ... 15 | ... 49 | ... —39 | ... 528 | ... 1,940 | ... 605 | ... 4,949 | XXIV |
| 1,995 | 9,131 | 7,621 | 12,923 | 47,660 | 3,12,403 | 67,838 | 2,55,407 | XXV |
| 14 6 | 69 27 | 61 39 | 345 205 | 201 219 | 987 1,420 | 425 3 | 2,687 21 | |
| 49,828 | 1,90,921 | 252,286 | 10,29,411 | 644,940 | 42,10,037 | 500,483 | 24,78,665 | |

## Appendix 16.
Principal Commodities—Details.



*Principal commodities carried on each railway (by systems)*
(Referred to in

| Progressive No. | | GAUGE. | 3' 3⅜" | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | CLASSIFICATION No. | 17 | | 18 | | 19 | |
| | | Railways. | Bengal and North-Western. | | Rohilkund and Kumaon. | | Jodhpur-Bikaner. | |
| | | Description of commodity—*concld.* | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| | | | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| | | Brought forward . . . . | 816,770 | 30,34,126 | 178,444 | 5,21,329 | 224,520 | 9,62,573 |
| XXVI | SILK— | | | | | | | |
| | 1. Raw— | | | | | | | |
| | (*a*). Foreign . . . . . | | ... | ... | ... | ... | ... | ... |
| | (*b*). Indian . . . . . | | 15 | 103 | ... | ... | ... | ... |
| | 2. PIECE-GOODS— | | | | | | | |
| | (*a*). Foreign . . . . . | | ... | ... | ... | ... | ... | ... |
| | (*b*). Indian . . . . . | | ... | ... | ... | ... | ... | ... |
| XXVII | SPICES— | | | | | | | |
| | 1. Betel-nuts . . . . . | | 2,629 | 17,711 | 133 | 1,024 | 75 | 727 |
| | 2. Cardamoms . . . . . | | 37 | 706 | 24 | 72 | ... | ... |
| | 3. Chillies . . . . . | | 2,235 | 16,692 | 338 | 1,686 | 698 | 7,198 |
| | 4. Ginger . . . . . | | 197 | 1,554 | 70 | 330 | 16 | 137 |
| | 5. Pepper . . . . . | | 371 | 2,891 | 21 | 111 | 6 | 53 |
| | 6. Others . . . . . | | 2,686 | 18,287 | 524 | 2,172 | 635 | 4,608 |
| XXVIII | STONE AND LIME— | | 7,815 | 16,611 | 6,460 | 9,427 | 35,005 | 48,165 |
| XXIX | SUGAR— | | | | | | | |
| | 1. Refined or crystalized, including sugar-candy. | | 10,984 | 45,858 | 543 | 2,333 | 1,090 | 7,146 |
| | 2. Unrefined— | | | | | | | |
| | (*a*). Sugar . . . . . | | 4,650 | 28,977 | 4,365 | 11,060 | 2,788 | 19,125 |
| | (*b*). *Gur, rab*, jaggree, molasses and other saccharine produce. | | 27,783 | 1,24,107 | 18,008 | 60,644 | 6,080 | 44,148 |
| XXX | TEA— | | | | | | | |
| | 1. Foreign . . . . . | | ... | ... | 4 | 7 | ... | ... |
| | 2. Indian . . . . . | | 83 | 506 | 405 | 3,168 | 2 | 21 |
| XXXI | TOBACCO— | | | | | | | |
| | 1. Unmanufactured . . . . . | | 21,242 | 1,54,014 | 1,344 | 6,789 | 793 | 5,728 |
| | 2. Manufactured— | | | | | | | |
| | (*a*). Cigar . . . . . | | 19 | 161 | 16 | 130 | ... | 1 |
| | (*b*). Other sorts . . . . . | | 359 | 2,676 | 128 | 664 | 78 | 714 |
| XXXII | WOOD— | | | | | | | |
| | 1. Timber, unwrought . . . . | | 19,275 | 39,333 | 20,788 | 72,337 | 1,550 | 8,324 |
| | 2. Manufactures . . . . . | | 1,697 | 8,937 | 714 | 3,062 | 543 | 3,421 |
| XXXIII | WOOL— | | | | | | | |
| | 1. Raw . . . . . | | 161 | 1,410 | 252 | 1,694 | 735 | 7,092 |
| | 2. Manufactured— | | | | | | | |
| | (*a*). Carpets and rugs . . . . | | 13 | 102 | 27 | 153 | 7 | 90 |
| | (*b*). Piece-goods, European . . | | 2 | 45 | ... | ... | 2 | 29 |
| | (*c*). Piece goods, Indian . . . | | 135 | 1,223 | 22 | 154 | 136 | 1,700 |
| | (*d*). Other sorts of manufactures . | | 1 | 4 | 35 | 210 | 1 | 6 |
| XXXIV | ALL OTHER ARTICLES OF MERCHANDISE— | | | | | | | |
| | 1. Bones . . . . . | | ... | ... | ... | ... | ... | ... |
| | 2. Firewood . . . . . | | 22,911 | 39,938 | 61,028 | 53,326 | 1,884 | 3,530 |
| | 3. Indigo seed . . . . . | | 6,382 | 40,252 | ... | ... | ... | ... |
| | 4. Paints and colors . . . . . | | ... | ... | ... | ... | ... | ... |
| | 5. Seeds other than oil-seeds . . | | ... | ... | ... | ... | ... | ... |
| | 6. Manures . . . . . | | ... | ... | ... | ... | ... | ... |
| | 7. Lucifer matches . . . . . | | ... | ... | ... | ... | ... | ... |
| | 8. Others . . . . . | | 40,014 | 88,666 | 23,065 | 57,837 | 17,185 | 43,645 |
| | | TOTAL . . | 988,466 | 36,83,990 | 316,755 | 8,09,719 | 293,829 | 11,68,181 |

*and the earnings therefrom during the Calendar year 1900.*
paragraph 26 of Report.)

| 3' 3⅛". | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 20 | | 21 | | 22 | | 24 (a) to (c). | | Progressive No. |
| Udaipur-Chitor. | | Bhavnagar-Gondal-Junagad-Porbandar. | | Southern-Mahratta. | | South Indian. | | |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 49,828 | 1,90,921 | 252,286 | 10,29,411 | 644,940 | 42,10,637 | 500,483 | 24,78,665 | |
| | | | | | | | | XXVI |
| ... | ... | 3 | 17 | 111 | 1,931 | 1 | 30 | |
| ... | ... | ... | 4 | 103 | 525 | 32 | 631 | |
| ... | ... | ... | ... | 5 | 65 | ... | ... | |
| ... | 2 | 1 | 11 | ... | 19 | 38 | 203 | |
| | | | | | | | | XXVII |
| 7 | 51 | 635 | 3,345 | 10,787 | 76,361 | 11,360 | 61,766 | |
| ... | 1 | ... | 5 | 71 | 1,057 | 215 | 2,239 | |
| 88 | 657 | 438 | 2,836 | 12,473 | 94,231 | 6,186 | 62,529 | |
| 12 | 88 | 11 | 83 | 183 | 1,688 | 325 | 3,419 | |
| 4 | 30 | 7 | 78 | 455 | 3,366 | 516 | 5,297 | |
| 130 | 779 | 467 | 2,742 | 4,179 | 31,034 | 510 | 1,738 | |
| 406 | 753 | 53,062 | 38,558 | 17,806 | 39,907 | 77,855 | 1,03,838 | XXVIII |
| | | | | | | | | XXIX |
| 233 | 1,354 | 5,721 | 28,296 | 4,507 | 26,415 | 16,150 | 59,605 | |
| 632 | 4,160 | 203 | 811 | 5,928 | 39,857 | 2,232 | 9,411 | |
| 1,370 | 8,011 | 5,177 | 19,097 | 30,965 | 1,73,062 | 49,535 | 2,87,273 | |
| | | | | | | | | XXX |
| ... | 3 | 5 | 37 | 11 | 180 | ... | ... | |
| 1 | 7 | 20 | 197 | 46 | 799 | 1,742 | 5,959 | |
| | | | | | | | | XXXI |
| 266 | 1,354 | 1,009 | 4,843 | 9,012 | 59,802 | 3,778 | 17,619 | |
| ... | 2 | 2 | 21 | 455 | 4,613 | 1,364 | 14,812 | |
| 5 | 49 | 174 | 1,517 | 237 | 3,281 | 2,547 | 8,400 | |
| | | | | | | | | XXXII |
| 18 | 111 | 9,882 | 49,333 | 50,883 | 1,11,727 | 64,029 | 1,08,715 | |
| 23 | 137 | 889 | 5,748 | 5,840 | 36,989 | 4,837 | 31,490 | |
| | | | | | | | | XXXIII |
| 37 | 230 | 329 | 2,698 | 185 | 2,552 | 95 | 1,167 | |
| ... | 2 | ... | ... | 2 | 17 | 19 | 239 | |
| ... | ... | ... | 2 | 2 | 45 | 1 | 36 | |
| 5 | 44 | 14 | 93 | 312 | 3,182 | 376 | 8,404 | |
| ... | ... | ... | 4 | 613 | 5,470 | 171 | 791 | |
| | | | | | | | | XXXIV |
| ... | ... | | | | | | | |
| 9 | 37 | | | | | | | |
| ... | ... | | | | | | | |
| ... | ... | | | | | | | |
| ... | ... | 10,713 | 65,377 | 44,925 | 238,429 | 87,192 | 5,10,126 | |
| ... | ... | | | | | | | |
| ... | ... | | | | | | | |
| 1,018 | 7,107 | | | | | | | |
| 54,092 | 2,15,890 | 341,048 | 12,55,164 | 845,036 | 51,66,641 | 831,589 | 37,84,402 | |

## Appendix 16.
Principal Commodities—Details.



*Principal commodities carried on each railway (by systems)*

(Referred to in

| Progressive No. | GAUGE. | 3' 3¾". | | 2' 6" | | | | 2' 0" | |
|---|---|---|---|---|---|---|---|---|---|
| | CLASSIFICATION No. | 25 | | 26 | | 27 | | 32 | |
| | Railways. | Burma. | | Morvi. | | Barsi. | | Darjeeling-Himalayan. | |
| | Description of commodity. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| | | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| I | Apparel including drapery, haberdashery, millinery, uniforms accoutrements boots and shoes. | 475 | 9,847 | 13 | 107 | ... | ... | 171 | 4,322 |
| II | Coal and coke carried for the public and foreign railways. | 103 | 542 | 685 | 2,358 | ... | ... | 1,699 | 17,617 |
| III | COTTON— | | | | | | | | |
| | 1. Raw | 1,712 | 14,673 | 523 | 3,776 | 6,649 | 15,979 | 1 | 24 |
| | 2. Manufactured— | | | | | | | | |
| | (*a*) Twist and yarn, European. | 3,554 | 55,192 | ... | ... | 81 | 176 | 1 | 12 |
| | (*b*) Twist and yarn, Indian | 440 | 7,689 | 39 | 231 | 83 | 259 | 146 | 3,677 |
| | (*c*) Piece-goods, European | 4,886 | 84,364 | 1 | 5 | 214 | 755 | 492 | 11,688 |
| | (*d*) Piece-goods, Indian | 325 | 5,020 | 223 | 1,459 | 77 | 283 | 73 | 2,003 |
| | (*e*) Others | 1 | 21 | 7 | 22 | 1 | 5 | 3 | 70 |
| IV | CHEMICALS, EXCEPTING SALTPETRE. | 104 | 2,549 | 18 | 137 | 2 | 10 | ... | ... |
| V | DRUGS— | | | | | | | | |
| | 1. Intoxicating other than opium. | ... | ... | 46 | 163 | 2 | 11 | ... | ... |
| | 2. Non-intoxicating— | | | | | | | | |
| | (*a*) Medical preparations | 57 | 1,275 | 12 | 133 | 3 | 13 | 45 | 895 |
| | (*b*) Others | 159 | 2,202 | 63 | 512 | 37 | 107 | 84 | 1,881 |
| VI | DYES AND TANS— | | | | | | | | |
| | 1. Al (Morinda Citrifolia) | ... | ... | 17 | 47 | ... | ... | ... | ... |
| | 2. Alizarine and aniline dyes | ... | ... | 4 | 13 | 9 | 24 | ... | ... |
| | 3. Cutch | 2,724 | 23,712 | ... | 7 | 18 | 52 | 2 | 47 |
| | 4. Indigo | ... | 1 | ... | 1 | 26 | 63 | ... | 6 |
| | 5. Myrabolams. | 132 | 1,488 | 2 | 7 | 15 | 36 | ... | ... |
| | 6. Tanning barks | 207 | 1,533 | ... | 3 | ... | ... | 1 | 24 |
| | 7. Turmeric | 1,333 | 9,701 | 9 | 53 | 227 | 613 | 7 | 135 |
| | 8. Others | 150 | 1,738 | 23 | 162 | 43 | 126 | 62 | 1,518 |
| VII | FODDER— | | | | | | | | |
| | 1. Oil-cake | 961 | 3,784 | 3 | 12 | 23 | 53 | 9 | 88 |
| | 2. Hay, straw and grass | 206 | 345 | 8,948 | 35,704 | 216 | 360 | 25 | 451 |
| VIII | FRUITS AND VEGETABLES, FRESH | 13,992 | 1,04,774 | 263 | 1,037 | 33 | 92 | 1,203 | 16,213 |
| IX | GRAIN AND PULSE— | | | | | | | | |
| | 1. Gram and pulse | 18,614 | 1,34,028 | 4,829 | 12,427 | 3,169 | 8,072 | 579 | 7,473 |
| | 2. Jawar and Bajra | 3,742 | 31,132 | 10,050 | 29,711 | 11,238 | 25,837 | ... | ... |
| | 3. Rice in the husk | 447,027 | 22,84,532 | 3 | 14 | 58 | 159 | 22 | 178 |
| | 4. Rice not in the husk | 54,153 | 2,62,114 | 4,807 | 12,071 | 3,267 | 7,224 | 11,393 | 1,33,190 |
| | 5. Wheat | 1,062 | 5,513 | 5,028 | 16,216 | 652 | 1,819 | ... | 4 |
| | 6. Wheat flour | 3,264 | 31,172 | 46 | 198 | 4 | 13 | 877 | 17,722 |
| | 7. Others | 5,571 | 44,351 | 374 | 1,080 | 952 | 2,324 | 133 | 1,945 |
| | Carried over | 564,954 | 31,23,292 | 36,036 | 1,17,666 | 27,069 | 64,465 | 17,028 | 2,21,183 |

*and the earnings therefrom during the Calendar year 1900.*
paragraph 26 of Report).

| Progressive No. | GAUGE. | 3' 3⅜" | | 2' 6" | | | | 2' 0" | |
|---|---|---|---|---|---|---|---|---|---|
| | CLASSIFICATION No. | 25 | | 26 | | 27 | | 32 | |
| | Railways. | Burma. | | Morvi. | | Bársi. | | Darjeeling-Himalayan. | |
| | Description of commodity—*contd.* | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| | | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| | Brought forward . | 564,954 | 31,23,292 | 36,036 | 1,17,666 | 27,069 | 64,465 | 17,028 | 2,21,183 |
| X | HIDES AND SKINS— | | | | | | | | |
| | 1. Hides of cattle— | | | | | | | | |
| | (*a*)—Dressed or tanned . | 51 | 576 | ... | 2 | 190 | 560 | ... | 4 |
| | (*b*)—Raw . . . . | 1,328 | 13,902 | 617 | 3,396 | ... | ... | 208 | 2,757 |
| | 2. Skins of sheep, etc.— | | | | | | | | |
| | (*a*)—Dressed or tanned . | 4 | 39 | ... | ... | ... | ... | 1 | 15 |
| | (*b*)—Raw . . . . | 14 | 196 | 152 | 835 | 134 | 332 | 3 | 56 |
| IX | Horns . . . . . | 24 | 362 | 262 | 801 | 28 | 67 | 7 | 132 |
| XII | Hemp (Indian) and other fibres, excluding jute. | 1 | 7 | 34 | 144 | 29 | 95 | ... | 5 |
| XIII | JUTE— | | | | | | | | |
| | 1. Raw . . . . . | 3 | 29 | ... | ... | 2 | 4 | 1 | 16 |
| | 2. Gunny bags and cloth . | 8,307 | 48,972 | 166 | 600 | 830 | 1,863 | 179 | 2,393 |
| XIV | Lac . . . . . | 328 | 4,317 | 2 | 14 | 1 | 3 | ... | 3 |
| XV | LEATHER— | | | | | | | | |
| | 1. Unwrought . . . . | 42 | 638 | 4 | 39 | 16 | 58 | ... | 1 |
| | 2. Wrought excepting boots and shoes. | 149 | 1,880 | 21 | 163 | 10 | 37 | 8 | 216 |
| XVI | LIQUORS— | | | | | | | | |
| | 1. Ale and beer . . . | 1,731 | 15,761 | 1 | 7 | 1 | 3 | 457 | 2,515 |
| | 2. Spirits of all kinds, including country spirits. | 416 | 10,369 | ... | ... | 6 | 20 | 1 | 36 |
| | 3. Wine . . . . . | 40 | 1,333 | 3 | 27 | 4 | 14 | 153 | 4,557 |
| | 4. All other sorts, including toddy and fermented liquor other than ale and beer. | ... | 7 | 8 | 79 | 4 | 16 | 1 | 22 |
| XVII | METALS— | | | | | | | | |
| | 1. Brass, unwrought . . | 10 | 140 | 4 | 22 | 301 | 701 | ... | ... |
| | 2. Brass, wrought . . . | 238 | 3,415 | 100 | 622 | 4 | 11 | 48 | 1,152 |
| | 3. Copper, unwrought . . | 8 | 88 | ... | 1 | 34 | 78 | ... | ... |
| | 4. Copper, wrought . . | 75 | 1,148 | 8 | 50 | 5 | 15 | 4 | 107 |
| | 5. Iron and steel— | | | | | | | | |
| | (*a*). Cast . . . . | 326 | 5,140 | 8 | 38 | ... | ... | 11 | 290 |
| | (*b*). Unwrought . . . | 13 | 247 | 10 | 51 | ... | ... | ... | ... |
| | (*c*). Wrought . . . | 4,138 | 32,119 | 163 | 1,019 | 252 | 607 | ... | ... |
| | (*d*). Manufactures . . | 3,953 | 48,293 | 149 | 894 | 131 | 395 | 1,241 | 26,525 |
| | 6. Zinc and spelter . . | ... | ... | ... | ... | ... | ... | ... | ... |
| | 7. Others . . . . | 328 | 3,375 | 52 | 335 | 28 | 80 | 93 | 2,193 |
| | Carried over . . | 586,481 | 33,15,645 | 37,800 | 1,26,805 | 29,079 | 69,424 | 19,444 | 2,64,172 |

## Appendix 16.
Principal Commodities—Details.



*Principal commodities carried on each railway (by systems)*
(Referred to in

| Progressive No. | GAUGE. | 3' 3⅜". | | 2' 6" | | | | 2' 0". | |
|---|---|---|---|---|---|---|---|---|---|
| | CLASSIFICATION No. | 25 | | 26 | | 27 | | 32 | |
| | Railways. | Burma. | | Morvi. | | Bársi. | | Darjeeling-Himalayan. | |
| | Description of commodity—*contd.* | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| | | Tons. | Rs. | Tons. | R s. | Tons. | Rs. | Tons. | Rs. |
| | Brought forward ... | 586,481 | 33,15,645 | 37,800 | 1,26,805 | 29,079 | 69,424 | 19,444 | 2,64,172 |
| XVIII | OILS— | | | | | | | | |
| | 1. Kerosine . . . . | 6,010 | 55,619 | 209 | 1,307 | 624 | 1,480 | 724 | 11,465 |
| | 2. Castor . . . . | 35 | 582 | 15 | 67 | 3 | 8 | 5 | 82 |
| | 3. Cocoanut . . . . | 766 | 9,218 | 13 | 55 | 88 | 241 | 5 | 113 |
| | 4. Mustard and rape . . | 2 | 35 | 11 | 43 | ... | ... | 314 | 4,081 |
| | 5. Others . . . . | 4,978 | 40,214 | 123 | 583 | 94 | 261 | 56 | 981 |
| XIX | OIL SEEDS— | | | | | | | | |
| | 1. Castor . . . . | 2 | 19 | 1 | 1 | 99 | 237 | ... | ... |
| | 2. Earthnuts . . . . | 243 | 1,769 | 1 | 2 | 168 | 589 | ... | ... |
| | 3. Linseed . . . . | 3 | 39 | ... | ... | 138 | 318 | 1 | 24 |
| | 4. Poppy . . . . | 1 | 27 | ... | 1 | 8 | 19 | ... | ... |
| | 5. Rape and mustard . . | 2 | 6 | ... | ... | 6 | 13 | 4 | 69 |
| | 6. Til or jinjili . . . | 4,120 | 16,606 | 1,459 | 4,338 | 425 | 933 | ... | ... |
| | 7. Cotton seed . . . | ... | ... | ... | ... | ... | ... | ... | ... |
| | 8. Others . . . . | ... | ... | 988 | 2,676 | 151 | 349 | ... | 9 |
| XX | OPIUM . . . . . | 4 | 95 | 11 | 206 | ... | ... | ... | 4 |
| XXI | PAPER AND PASTE-BOARD . . | 434 | 8,258 | 108 | 759 | 56 | 181 | 75 | 2,063 |
| XXII | PROVISIONS— | | | | | | | | |
| | 1. Dried fruits . . . . | 623 | 6,626 | 318 | 1,234 | 844 | 2,214 | 28 | 640 |
| | 2. Ghee . . . . . | 933 | 14,795 | 648 | 3,097 | 34 | 90 | 16 | 333 |
| | 3. Potatoes . . . . | ... | ... | ... | ... | ... | ... | ... | ... |
| | 4. Others . . . . . | 37,676 | 3,51,521 | 186 | 976 | 61 | 174 | 208 | 4,930 |
| XXIII | RAILWAY PLANT AND ROLLING STOCK CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS. | | | | | | | | |
| | 1. Locomotives, engines and tenders and parts thereof. | ... | ... | 19 | 120 | 5 | 11 | ... | ... |
| | 2. Carriages and trucks and parts thereof; | ... | ... | ... | ... | ... | ... | ... | ... |
| | 3. Materials— | | | | | | | | |
| | (*a*). Steel rails and fishplates. | 588 | 694 | ... | ... | ... | ... | ... | ... |
| | (*b*). Sleepers and keys of steel and cast-iron. | ... | ... | ... | ... | ... | ... | ... | ... |
| | (*c*). Sleepers of wood . . | ... | ... | ... | ... | ... | ... | ... | ... |
| | (*d*). Others . . . . | ... | ... | 9 | 64 | 113 | 257 | ... | ... |
| XXIV | SALT . . . . . | 17,310 | 1,58,274 | 2,091 | 2,908 | 5,649 | 13,076 | 949 | 16,117 |
| XXV | SALTPETRE AND OTHER SALINE SUBSTANCES— | | | | | | | | |
| | 1. Saltpetre . . . . | ... | 3 | 32 | 118 | ... | 1 | ... | 2 |
| | 2. Other saline substances . | 15 | 248 | 4 | 19 | 45 | 112 | ... | ... |
| | Carried over . . . . | 660,226 | 39,80,293 | 44,046 | 1,45,379 | 37,690 | 89,988 | 21,829 | 3,05,085 |

**DIX 16—*concluded.***

***and the earnings therefrom during the Calendar year 1900.***

paragraph 26 of Report).

| Progressive No. | GAUGE. | 3′ 3½″ | | 2′ 6″ | | | | 2′ 0″ | |
|---|---|---|---|---|---|---|---|---|---|
| | CLASSIFICATION No. | 25 | | 26 | | 27 | | 32 | |
| | Railways. | Burma. | | Morvi. | | Bársi. | | Darjeeling-Himalayan. | |
| | Description of commodity—*concld.* | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| | | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| | Brought forward . | 660,226 | 39,80,293 | 44,046 | 1,45,379 | 37,690 | 89,988 | 21,829 | 3,05,085 |
| XXVI | SILK— | | | | | | | | |
| | 1. Raw— | | | | | | | | |
| | (*a*). Foreign . . . | 138 | 3,876 | ... | ... | ... | 2 | ... | ... |
| | (*b*). Indian . . . | 17 | 225 | 1 | 9 | ... | ... | ... | ... |
| | 2. PIECE-GOODS— | | | | | | | | |
| | (*a*). Foreign . . . | 3 | 105 | ... | ... | ... | ... | ... | ... |
| | (*b*). Indian . . . | ... | ... | ... | 1 | ... | 1 | ... | 5 |
| XXVII | SPICES— | | | | | | | | |
| | 1. Betel-nuts . . . . | 4,406 | 49,635 | 31 | 137 | 548 | 1,505 | 53 | 1,305 |
| | 2. Cardamoms . . . | 2 | 29 | ... | ... | ... | ... | 277 | 4,756 |
| | 3. Chillies . . . . | 4,691 | 89,026 | 89 | 538 | 49 | 140 | 14 | 308 |
| | 4. Ginger . . . . | 579 | 5,639 | 5 | 22 | 4 | 12 | 1 | 22 |
| | 5. Pepper . . . . | 23 | 566 | ... | 1 | 6 | 20 | 12 | 304 |
| | 6. Others . . . . | 142 | 2,028 | 53 | 363 | 166 | 415 | 45 | 923 |
| XXVIII | STONE AND LIME . . . | 47,044 | 58,826 | 379 | 442 | 18 | 34 | 786 | 7,653 |
| XXIX | SUGAR— | | | | | | | | |
| | 1. Refined or crystalized, including sugar-candy. | 212 | 1,457 | 407 | 1,594 | 414 | 1,016 | 23 | 445 |
| | 2. Unrefined— | | | | | | | | |
| | (*a*). Sugar . . . . | 2,757 | 29,792 | 78 | 267 | 626 | 1,427 | 751 | 11,847 |
| | (*b*). *Gur, rab*, jaggree, molasses and other saccharine produce. | 10,505 | 83,370 | 903 | 2,952 | | | 117 | 1,597 |
| XXX | TEA— | | | | | | | | |
| | 1. Foreign . . . . | 86 | 1,289 | ... | 2 | 1 | 1 | ... | ... |
| | 2. Indian . . . . | 174 | 2,197 | 5 | 38 | ... | ... | 4,356 | 80,218 |
| XXXI | TOBACCO— | | | | | | | | |
| | 1. Unmanufactured . . | 2,870 | 22,111 | 337 | 1,202 | 28 | 98 | 61 | 1,147 |
| | 2. Manufactured— | | | | | | | | |
| | (*a*). Cigar . . . . | 76 | 973 | 1 | 10 | 9 | 34 | 84 | 2,002 |
| | (*b*). Other sorts . . . | 418 | 6,139 | 60 | 421 | 5 | 29 | 128 | 2,510 |
| XXXII | WOOD— | | | | | | | | |
| | 1. Timber, unwrought . . | 91,610 | 3,22,873 | 836 | 3,490 | 214 | 499 | 39 | 528 |
| | 2. Manufactures . . . | 3,109 | 18,702 | 65 | 312 | 6 | 23 | 205 | 3,675 |
| XXXIII | WOOL— | | | | | | | | |
| | 1. Raw . . . . . | 20 | 221 | 96 | 921 | ... | 1 | ... | 7 |
| | 2. Manufactured— | | | | | | | | |
| | (*a*). Carpets and rugs . | 114 | 1,911 | 2 | 15 | ... | ... | 3 | 82 |
| | (*b*). Piece-goods, European | 28 | 613 | ... | ... | ... | 1 | 8 | 269 |
| | (*c*). Piece-goods, Indian . | 9 | 97 | 3 | 26 | ... | ... | 16 | 448 |
| | (*d*). Other sorts of manufacture. | 6 | 71 | 1 | 8 | 12 | 39 | 14 | 330 |
| XXXIV | ALL OTHER ARTICLES OF MERCHANDISE— | | | | | | | | |
| | 1. Bones . . . . . | ... | ... | | | | | | |
| | 2. Firewood . . . . | 100,093 | 1,44,530 | | | | | | |
| | 3. Indigo seed . . . . | ... | ... | | | | | | |
| | 4. Paints and colors . . | ... | ... | | | | | | |
| | 5. Seeds other than oil-seeds . | ... | ... | 1,023 | 6,936 | 1,012 | 1,496 | 4,564 | 52,592 |
| | 6. Manures . . . . | ... | ... | | | | | | |
| | 7. Lucifer Matches . . . | ... | ... | | | | | | |
| | 8. Others . . . . . | 57,837 | 3,57,488 | | | | | | |
| | TOTAL . | 987,195 | 51,84,082 | 48,421 | 1,65,086 | 40,802 | 96,781 | 33,386 | 4,78,058 |

*N. B.*—Information is not available for railways not mentioned in this statement.

# Appendix 17.
Train, engine, vehicle and ton-mileage

# APPEN

*Train, engine, vehicle and ton-mileage in*

(Referred to in para

*N. B.*—A reference to Appendix 2 will furnish the key to the

| Gauge. | 5′ 6″. | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Class: No. | 1 | 2 | | | 3 | 4 | 5 | 7 | 8 | | | 9 | | | 10 | | | 12 | |
| | | E. B. S. system. | | | | | | | N. W. system. | | | G. I. P. system. | | | B. B. & C. I. system. | | | N. G. S. system. | |
| Calendar year. | E. I. | 5′ 6″ gauge. | Other gauges. * * | Total. | B. C. | B. N. | E. C. | O. and R. | Comml. section. | Milv. section. | Total. | G. I. P. (a) to (e). | I. M. (f) to (j). * | Total. | B. B. & C. I. (a) to (d). * | R. M. (e) to (i). § | Total. | N. G. S. (a) & (b). | H. G. V. (c). |
| **TRAIN-MILEAGE.—PASSENGER TRAINS.** | | | | | | | | | | | | | | | | | | | | |
| 1896 | 1,731 | 665 | 266 | ... | 50 | 6 | 12 | 433 | 1,938 | 7 | 1,945 | 3,206 | 430 | ... | 1,127 | 743 | ... | 92 | ... |
| 1897 | 2,234 | 757 | 237 | ... | 46 | 232 | 3 | 440 | 2,127 | 47 | 2,174 | 3,876 | 457 | ... | 1,218 | 829 | ... | 93 | ... |
| 1898 | 2,445 | 811 | 257 | ... | 75 | 460 | 2 | 462 | 2,071 | 12 | 2,083 | 3,981 | 459 | ... | 962 | 833 | ... | 91 | ... |
| 1899 | 2,468 | 793 | 272 | ... | 91 | 485 | 6 | 579 | 2,037 | 8 | 2,045 | 3,993 | 451 | ... | 1,201 | 660 | ... | 92 | ... |
| 1900 | 2,565 | 818 | 357 | ... | 47 | 651 | 51 | 590 | 2,129 | 13 | 2,142 | 3,979 | 600 | ... | 1,242 | 649 | ... | 90 | ... |
| **GOODS TRAINS.** | | | | | | | | | | | | | | | | | | | | |
| 1896 | 5,969 | 764 | 532 | ... | 28 | 363 | 333 | 355 | 2,583 | 325 | 2,908 | 4,417 | 463 | ... | 916 | 2,210 | ... | 222 | ... |
| 1897 | 6,733 | 863 | 510 | ... | 74 | 353 | 152 | 585 | 2,742 | 206 | 2,948 | 4,485 | 536 | ... | 917 | 1,978 | ... | 355 | ... |
| 1898 | 7,244 | 738 | 587 | ... | 53 | 325 | 106 | 817 | 3,075 | 176 | 4,151 | 4,719 | 656 | ... | 1,121 | 2,679 | ... | 397 | ... |
| 1899 | 7,889 | 774 | 773 | ... | 95 | 580 | 244 | 1,121 | 3,472 | 207 | 3,679 | 4,760 | 573 | ... | 1,284 | 3,290 | ... | 399 | 9 |
| 1900 | 8,826 | 824 | 849 | ... | 124 | 1,493 | 451 | 1,074 | 2,881 | 317 | 3,198 | 4,775 | 1,076 | ... | 1,400 | 4,163 | ... | 689 | 138 |
| **MIXED TRAINS.** | | | | | | | | | | | | | | | | | | | | |
| 1896 | 3,749 | 389 | 930 | ... | 248 | 1,199 | 541 | 1,614 | 2,195 | 797 | 2,992 | 1,076 | 678 | ... | 549 | 2,666 | ... | 463 | ... |
| 1897 | 3,578 | 391 | 930 | ... | 284 | 1,209 | 863 | 1,227 | 2,441 | 881 | 3,322 | 438 | 719 | ... | 476 | 2,599 | ... | 461 | ... |
| 1898 | 3,522 | 380 | 944 | ... | 242 | 1,160 | 839 | 1,359 | 2,809 | 918 | 3,718 | 266 | 723 | ... | 504 | 2,482 | ... | 460 | ... |
| 1899 | 3,662 | 406 | 986 | ... | 218 | 1,249 | 1,226 | 1,342 | 2,992 | 947 | 3,939 | 249 | 1,195 | ... | 506 | 2,684 | ... | 469 | 13 |
| 1900 | 3,902 | 381 | 861 | ... | 247 | 1,161 | 1,418 | 1,651 | 3,038 | 971 | 4,009 | 307 | 1,057 | ... | 483 | 2,748 | ... | 846 | 318 |
| **TOTAL TRAIN-MILEAGE.** | | | | | | | | | | | | | | | | | | | | |
| 1896 | 12,008 | 1,820 | 1,733 | ... | 326 | 1,572 | 893 | 2,439 | 7,112 | 1,232 | 8,444 | 9,000 | 1,604 | ... | 2,605 | 5,699 | ... | 778 | ... |
| 1897 | 13,207 | 2,032 | 1,685 | ... | 406 | 1,800 | 1,018 | 2,297 | 7,854 | 1,353 | 9,107 | 9,097 | 1,757 | ... | 2,616 | 5,492 | ... | 910 | ... |
| 1898 | 13,962 | 1,960 | 1,798 | ... | 377 | 1,951 | 934 | 2,660 | 9,366 | 1,231 | 10,597 | 9,449 | 1,900 | ... | 2,591 | 9,154 | ... | 948 | ... |
| 1899 | 14,810 | 2,007 | 2,039 | ... | 410 | 2,328 | 1,490 | 3,066 | 8,967 | 1,297 | 10,264 | 9,454 | 2,285 | ... | 3,003 | 6,798 | ... | 953 | 22 |
| 1900 | 16,187 | 2,047 | 2,359 | ... | 424 | 3,819 | 1,984 | 3,436 | 8,284 | 1,357 | 9,641 | 9,486 | 2,891 | ... | 3,254 | 7,771 | ... | 1,178 | 457 |
| **ENGINE-MILEAGE.** | | | | | | | | | | | | | | | | | | | | |
| 1896 | 14,380 | 2,470 | 2,122 | ... | 378 | 1,761 | 997 | 2,910 | 8,092 | 1,441 | 9,533 | 10,256 | 1,813 | ... | 3,008 | 6,581 | ... | 892 | ... |
| 1897 | 15,955 | 2,828 | 2,095 | ... | 474 | 2,006 | 1,166 | 2,755 | 8,921 | 1,382 | 10,303 | 10,315 | 1,999 | ... | 3,033 | 6,511 | ... | 1,034 | ... |
| 1898 | 17,002 | 2,755 | 2,259 | ... | 438 | 2,152 | 1,102 | 3,134 | 10,501 | 1,371 | 11,972 | 10,689 | 2,161 | ... | 3,052 | 7,033 | ... | 1,072 | ... |
| 1899 | 18,176 | 2,842 | 2,573 | ... | 453 | 2,580 | 1,653 | 3,582 | 10,244 | 1,438 | 11,682 | 10,768 | 2,636 | ... | 3,491 | 7,769 | ... | 1,094 | 25 |
| 1900 | 20,010 | 2,887 | 2,600 | ... | 504 | 3,679 | 2,139 | 4,075 | 9,638 | 1,517 | 11,155 | 10,823 | 3,377 | ... | 3,703 | 8,850 | ... | 1,348 | 497 |
| **VEHICLE-MILEAGE.—COACHING VEHICLES.** | | | | | | | | | | | | | | | | | | | | |
| 1896 | 92,383 | 17,173 | 14,687 | ... | † | 11,771 | 7,236 | 20,156 | 52,389 | 7,267 | 59,656 | 56,374 | 12,930 | ... | †† 20,588 | 49,135 | ... | 4,903 | ... |
| 1897 | 96,220 | 14,739 | 14,529 | ... | 4,186 | 12,346 | 9,879 | 18,007 | 56,756 | 7,776 | 64,532 | 54,895 | 12,929 | ... | 21,194 | 47,922 | ... | 4,892 | ... |
| 1898 | 94,764 | 14,995 | 16,359 | ... | 3,480 | 12,891 | 8,376 | 20,242 | 62,964 | 7,765 | 70,729 | 53,465 | 13,166 | ... | 17,651 | 47,061 | ... | 4,955 | ... |
| 1899 | 97,457 | 14,190 | 16,449 | ... | 3,730 | 16,739 | 12,238 | 21,727 | 64,632 | 8,044 | 72,676 | 53,006 | 15,842 | ... | 21,784 | 49,676 | ... | 4,915 | ... |
| 1900 | 100,253 | 14,942 | 15,956 | ... | 3,488 | 19,796 | 13,381 | 25,609 | 66,322 | 8,476 | 74,798 | 58,383 | 15,539 | ... | 24,514 | 50,277 | ... | 6,551 | 2,141 |
| **GOODS VEHICLES.** | | | | | | | | | | | | | | | | | | | | |
| 1896 | 216,425 | 32,748 | 27,377 | ... | † | 26,640 | 8,845 | 36,169 | 101,878 | 14,842 | 116,720 | 122,915 | 22,750 | ... | †† 48,929 | 78,806 | ... | 13,965 | ... |
| 1897 | 239,440 | 30,788 | 26,032 | ... | 5,689 | 28,070 | 8,715 | 32,515 | 116,084 | 13,618 | 129,702 | 111,307 | 26,455 | ... | 46,618 | 85,746 | ... | 18,183 | ... |
| 1898 | 251,669 | 28,189 | 27,956 | ... | 2,388 | 27,569 | 8,132 | 36,709 | 164,183 | 12,885 | 177,068 | 133,269 | 29,700 | ... | 57,552 | 112,227 | ... | 19,338 | ... |
| 1899 | 266,237 | 28,949 | 30,788 | ... | 2,788 | 48,257 | 16,043 | 43,351 | 149,591 | 13,493 | 163,084 | 110,230 | 34,476 | ... | 64,940 | 140,018 | ... | 19,612 | ... |
| 1900 | 290,374 | 32,206 | 28,912 | ... | 4,523 | 64,161 | 26,005 | 41,696 | 109,901 | 13,573 | 123,474 | 117,021 | 50,429 | ... | 78,136 | 174,758 | ... | 23,825 | 5,948 |
| **GROSS TON-MILEAGE (FREIGHT AND DEAD WEIGHT).—COACHING.** | | | | | | | | | | | | | | | | | | | | |
| 1896 | 1,249,467 | 239,781 | 101,724 | 341,505 | † | 168,338 | 113,500 | 293,750 | 802,838 | 110,721 | 913,559 | 871,748 | 193,499 | 1,065,247 | †† 357,883 | 366,686 | 724,569 | 67,222 | ... |
| 1897 | 1,316,672 | 222,024 | 99,413 | 321,437 | 55,727 | 185,098 | 156,367 | ‡279,970 | 871,184 | 119,964 | 991,148 | 893,455 | 197,764 | 1,091,219 | 347,983 | 346,642 | 694,625 | 67,376 | ... |
| 1898 | 1,334,846 | 231,741 | 112,807 | 344,548 | 49,105 | 201,087 | 134,794 | ‡327,511 | 926,010 | 118,256 | 1,044,266 | 903,900 | 200,898 | 1,104,798 | 285,615 | 337,668 | 623,283 | 67,474 | ... |
| 1899 | 1,386,190 | 238,047 | 115,630 | 353,677 | 53,905 | 231,010 | 185,437 | ‡354,329 | 961,980 | 123,202 | 1,085,182 | 909,418 | 237,787 | 1,147,205 | 361,741 | 345,631 | 707,372 | 67,319 | ... |
| 1900 | 1,452,274 | 248,256 | 131,409 | 379,665 | 49,396 | 250,892 | 210,012 | 410,141 | 995,789 | 129,972 | 1,125,761 | 954,923 | 260,439 | 1,215,362 | 398,780 | 351,418 | 750,198 | 100,666 | 26,050 |
| **GOODS.** | | | | | | | | | | | | | | | | | | | | |
| 1896 | 3,169,033 | 422,444 | 194,087 | 616,531 | † | 420,301 | 166,127 | 459,422 | 1,516,142 | 230,562 | 1,746,704 | 1,709,954 | 313,251 | 2,023,205 | †† 654,082 | 770,170 | 1,424,252 | 214,900 | ... |
| 1897 | 3,579,058 | 429,317 | 185,417 | 614,734 | 48,879 | 449,347 | 159,055 | ‡439,033 | 1,649,573 | 206,132 | 1,855,705 | 1,555,793 | 370,850 | 1,926,643 | 612,128 | 735,795 | 1,347,923 | 277,874 | ... |
| 1898 | 3,830,560 | 388,523 | 201,676 | 590,199 | 33,889 | 458,133 | 154,007 | ‡492,431 | 2,439,814 | 198,249 | 2,638,063 | 1,982,700 | 421,811 | 2,404,516 | 778,279 | 962,932 | 1,741,211 | 304,314 | ... |
| 1899 | 4,131,453 | 408,776 | 232,335 | 641,111 | 41,995 | 668,341 | 276,919 | ‡583,660 | 2,236,836 | 208,935 | 2,445,771 | 2,019,507 | 515,524 | 2,535,031 | 847,115 | 1,181,527 | 2,028,642 | 310,736 | ... |
| 1900 | 4,502,940 | 444,683 | 252,523 | 697,206 | 63,618 | 991,849 | 462,514 | 553,353 | 1,702,564 | 207,471 | 1,910,035 | 2,055,865 | 759,759 | 2,815,624 | 1,003,489 | 1,452,285 | 2,455,774 | 450,042 | 49,909 |

* The vehicle and gross ton mileage figures exclude the 2′ 0″ and 2′ 6″ gauge railways.

† Included with the Eastern Bengal State railway.

‡ Including the Cawnpore-Burhwal (3′ 3½″) gauge link as the figures cannot be separated.

# DIX 17.



## *in* thousands *of miles of each railway (by systems).*

graph 27 of Report.)

code letters used to express railway systems.

| | | 3' 3⅜". | | | | | | | | | | | | | 2' 6". | | | | | | 2' 0". | | | | Gauge. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | Class.: No. |
| M. system. | | | | | | | | | | | | | | | | | | | | | | | | | |
| M. (*a*) & (*b*). | N. (*c*). | B. D. | D. S. | A. B. | D. | B. and N. W. ‖ | R. and K. | J. B. | U. C. | B. G. J. P. | S. M. | W. I. P. | S. I. | B. | M. R. W. | B. L. | B. P. | R. K. L. | T. B. | C C. | D. H. | H. A. | H. S. | J. | Calendar year. |
| **TRAIN-MILEAGE.—PASSENGER TRAINS.** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 921 | ... | ... | ... | 5 | available. | 9 | 4 | 4 | ... | 85 | 414 | available. | §§ 970 | 468 | 56 | ... | available. | available. | available. | available. | 37 | available. | available. | available. | 1896 |
| 916 | ... | ... | ... | 2 | | 181 | 6 | 3 | ... | 83 | 427 | | 1,293 | 375 | 53 | ... | | | | | 37 | | | | 1897 |
| 906 | ... | ... | ... | 2 | | 384 | 8 | 5 | ... | 82 | 304 | | 1,241 | 368 | 50 | ... | | | | | 38 | | | | 1898 |
| 939 | 13 | ... | ... | 4 | | 566 | 5 | 4 | 1 | 81 | 299 | | 1,172 | 371 | 49 | ... | | | | | 37 | | | | 1899 |
| 1,031 | 23 | ... | ... | 1 | | 672 | 6 | 2 | ... | 86 | 430 | | 1,172 | 365 | 52 | ... | | | | | 38 | | | | 1900 |
| **GOODS TRAINS.** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 219 | ... | 10 | 75 | 90 | not | 289 | 89 | 41 | 3 | 168 | 581 | not | §§ 1,230 | 690 | 28 | ... | not | not | not | not | 141 | not | not | not | 1896 |
| 310 | ... | 26 | 97 | 91 | | 515 | 80 | 63 | 2 | 173 | 789 | | 1,072 | 738 | 34 | ... | | | | | 127 | | | | 1897 |
| 315 | ... | 11 | 89 | 135 | | 689 | 119 | 73 | ... | 119 | 1,015 | | 1,011 | 654 | 29 | ... | | | | | 120 | | | | 1898 |
| 432 | 12 | 2 | 94 | 205 | | 921 | 185 | 196 | 3 | 151 | 1,155 | | 1,152 | 601 | 44 | ... | | | | | 138 | | | | 1899 |
| 550 | 15 | 3 | 86 | 191 | | 925 | 178 | 235 | 16 | 220 | 1,270 | | 772 | 907 | 89 | ... | | | | | 150 | | | | 1900 |
| **MIXED TRAINS.** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1,326 | ... | 31 | 114 | 168 | Information | 1,466 | 361 | 313 | 44 | 330 | 2,660 | Information | §§ 1,229 | 1,269 | 81 | ... | Information | Information | Information | Information | ... | Information | Information | Information | 1896 |
| 1,331 | ... | 30 | 114 | 306 | | 1,421 | 376 | 314 | 44 | 351 | 2,825 | | 1,219 | 1,643 | 85 | 93 | | | | | ... | | | | 1897 |
| 1,296 | ... | 30 | 130 | 320 | | 1,355 | 371 | 331 | 46 | 376 | 1,352 | | 1,178 | 1,860 | 90 | 114 | | | | | ... | | | | 1898 |
| 1,256 | ... | 20 | 142 | 394 | | 1,302 | 377 | 373 | 47 | 371 | 1,418 | | 1,002 | 1,915 | 89 | 18 | | | | | ... | | | | 1899 |
| 1,17 | ... | 50 | 141 | 401 | | 1,426 | 381 | 386 | 50 | 364 | 1,770 | | 1,227 | 2,069 | 84 | 17 | | | | | ... | | | | 1900 |
| **TOTAL TRAIN-MILEAGE.** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2,545 | ... | 46 | 189 | 265 | 12 | 1,787 | 461 | 359 | 47 | 595 | 3,712 | 72 | 3,498 | 2,478 | 166 | ... | ... | ... | ... | 14 | 179 | ... | ... | 30 | 1896 |
| 2,647 | ... | 61 | 212 | 409 | 13 | 2,144 | 471 | 381 | 46 | 617 | 4,113 | 51 | 3,641 | 2,807 | 173 | 101 | ... | ... | ... | 6 | 164 | ... | ... | 31 | 1897 |
| 2,601 | ... | 47 | 219 | 463 | 15 | 2,459 | 507 | 416 | 46 | 590 | 2,708 | 55 | 3,489 | 2,955 | 170 | 127 | 74 | ... | 31 | 2 | 159 | 51 | 36 | 28 | 1898 |
| 2,695 | 26 | 39 | 236 | 611 | 15 | 2,944 | 580 | 574 | 51 | 615 | 2,888 | 116 | 3,396 | 2,946 | 183 | 18 | 72 | 21 | 33 | 2 | 165 | 71 | 35 | 30 | 1899 |
| 2,811 | 38 | 58 | 227 | 599 | 15 | 3,067 | 580 | 627 | 66 | 685 | 3,493 | 84 | 3,254 | 3,415 | 225 | 17 | 78 | 30 | 33 | 2 | 188 | 75 | 34 | 27 | 1900 |
| **ENGINE-MILEAGE.** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2,990 | ... | 54 | 264 | 331 | 12 | 2,129 | 552 | 38‡ | 54 | 636 | 4,020 | 75 | 4,098 | 2,857 | 183 | ... | ... | ... | ... | 14 | 179 | ... | ... | 30 | 1896 |
| 3,123 | ... | 72 | 292 | 485 | 13 | 2,511 | 562 | 404 | 53 | 660 | 4,459 | 53 | 4,262 | 3,269 | 180 | 103 | ... | ... | ... | 6 | 164 | ... | ... | 31 | 1897 |
| 3,085 | ... | 61 | 299 | 559 | 15 | 2,906 | 610 | 433 | 53 | 645 | 3,001 | 57 | 4,214 | 3,502 | 177 | 128 | 74 | ... | 31 | 2 | 159 | 51 | 36 | 28 | 1898 |
| 3,242 | 26 | 51 | 333 | 718 | 15 | 3,325 | 704 | 606 | 58 | 662 | 3,250 | 123 | 3,914 | 3,571 | 189 | 19 | 72 | 21 | 33 | 2 | 165 | 71 | 35 | 30 | 1899 |
| 3,401 | 40 | 84 | 353 | 697 | 15 | 3,581 | 711 | 657 | 72 | 746 | 3,915 | 86 | 3,623 | 4,137 | 231 | 18 | 78 | 30 | 33 | 2 | 188 | 75 | 34 | 27 | 1900 |
| **VEHICLE-MILEAGE.—COACHING VEHICLES.** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18,790 | available. | available. | available. | 1,319 | available. | 19,135 | 4,325 | 3,547 | ††† | 5,371 | 24,458 | 639 | 28,928 | 19,663 | Information not available. | | | | | | | | | | 1896 |
| 18,837 | | | | 3,480 | | 20,130 | 4,418 | 3,461 | ††† | 6,002 | 24,941 | 518 | 38,735 | 26,716 | | | | | | | | | | | 1897 |
| 17,768 | | | | 4,365 | | 24,128 | 4,530 | 3,642 | 620 | 6,381 | 16,246 | 451 | 36,274 | 29,982 | | | | | | | | | | | 1898 |
| 16,378 | | | | 5,081 | | 26,338 | 4,743 | 6,866 | 664 | 6,830 | 15,600 | 664 | 32,497 | 29,929 | | | | | | | | | | | 1899 |
| 18,601 | | | | 5,270 | | 27,929 | 4,651 | 3,883 | 688 | 6,954 | 21,996 | 633 | 34,163 | 30,155 | | | | | | | | | | | 1900 |
| **GOODS VEHICLES.** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 34,918 | not | not | not | 4,682 | not | 27,881 | 6,875 | 4,489 | ††† | 5,600 | 48,012 | 963 | 33,991 | 35,940 | Information not available. | | | | | | | | | | 1896 |
| 38,140 | | | | 5,606 | | 33,819 | 6,440 | 5,054 | ††† | 7,255 | 61,230 | 835 | 31,535 | 47,778 | | | | | | | | | | | 1897 |
| 37,977 | | | | 8,001 | | 29,861 | 7,712 | 5,411 | 278 | 6,727 | 42,366 | 784 | 30,060 | 47,470 | | | | | | | | | | | 1898 |
| 40,244 | | | | 13,804 | | 37,749 | 8,602 | 9,596 | 607 | 7,336 | 50,075 | 543 | 32,880 | 46,658 | | | | | | | | | | | 1899 |
| 38,921 | | | | 10,865 | | 50,257 | 10,104 | 9,188 | 1,141 | 9,250 | 55,295 | 732 | 27,962 | 54,616 | | | | | | | | | | | 1900 |
| **GROSS TON-MILEAGE (FREIGHT AND DEAD WEIGHT)—COACHING.** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 270,723 | tion | tion | toin | 19,406 | tion | 133,268 | 29,628 | 29,672 | ††† | 45,499 | 224,494 | 5,094 | 273,717 | 176,844 | Information not available. | | | | | | | | | | 1896 |
| 271,479 | | | | 31,903 | | 157,815 | 30,907 | 29,283 | ††† | 49,048 | 206,917 | 3,881 | 306,942 | 199,521 | | | | | | | | | | | 1897 |
| 257,622 | | | | 40,740 | | 170,514 | 31,970 | 30,943 | 5,599 | 47,357 | 136,577 | 3,396 | 291,319 | 221,492 | | | | | | | | | | | 1898 |
| 240,721 | | | | 47,995 | | 197,499 | 32,814 | 33,193 | 5,799 | 50,421 | 129,774 | 5,406 | 259,239 | 225,786 | | | | | | | | | | | 1899 |
| 261,943 | | | | 47,628 | | 227,625 | 33,536 | 32,899 | 5,706 | 49,546 | 184,292 | 5,587 | 286,060 | 221,958 | | | | | | | | | | | 1900 |
| **GOODS.** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 466,492 | Informa | Informa | Informa | 32,362 | Informa | 232,252 | 51,344 | 37,289 | ††† | 44,536 | 419,430 | 6,964 | 298,296 | 286,850 | *Information not available.* | | | | | | | | | | 1896 |
| 513,661 | | | | 45,367 | | 261,032 | 48,442 | 40,168 | ††† | 51,940 | 517,857 | 3,819 | 270,133 | 343,062 | | | | | | | | | | | 1897 |
| 503,000 | | | | 68,454 | | 259,667 | 59,703 | 44,743 | 1,980 | 48,693 | 364,024 | 4,659 | 258,576 | 344,136 | | | | | | | | | | | 1898 |
| 531,185 | | | | 107,316 | | 338,715 | 65,101 | 81,184 | 4,340 | 52,688 | 424,028 | 15,329 | 278,296 | 347,946 | | | | | | | | | | | 1899 |
| 531,638 | | | | 85,981 | | 335,886 | 61,902 | 81,653 | 8,460 | 64,505 | 457,115 | 7,109 | 244,772 | 399,626 | | | | | | | | | | | 1900 |

†† Including the Godhra-Rutlam-Nágda railway as the figures cannot be separated.
‖ Including the Cawnpore-Burhwal (3' 3⅜" gauge link).
§ Including the Godhra-Rutlam-Nágda (5' 6" gauge) railway only in the case of train and engine mileage figures.
§§ Excluding Pondicherry and Karraikal-Peralam railways.
††† Included with the Rajputana-Malwa railway.

**Appendix 18.**
Vehicle mileage.

**APPEN**

*Loaded and Empty Vehicle Mileage in*

(Referred to in paragraph

| GAUGE. | 5' 6" | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CLASS: No. | 1 | | 2 | | 3 | | 4 | | 5 | | 7 | |
| RAILWAY. | EAST INDIAN. | | EASTERN BENGAL STATE. | | BENGAL CENTRAL. | | BENGAL-NAGPUR. | | EAST COAST STATE. | | O. AND R. STATE. | |
| Calendar year. | Loaded. | Empty. | Loaded. | Empty. | Loaded. | Empty. | Loaded. | Empty. | Loaded. | Empty. | Loaded. | Empty. |
| **COACHING.** | | | | | | | | | | | | |
| HOME VEHICLES ON HOME LINE. | | | | | | | | | | | | |
| 1896 . . | 77,019 | 545 | 15,676 | 1,521 | * | * | 10,514 | 2,134 | 5,915 | 1,017 | 17,553 | 4,368 |
| 1897 . . | 81,209 | 417 | 13,557 | 1,359 | 3,743 | 449 | 10,128 | 2,735 | 8,242 | 1,419 | 15,173 | 3,869 |
| 1898 . . | 82,243 | 439 | 13,845 | 1,433 | 3,082 | 419 | 10,576 | 3,161 | 6,867 | 1,359 | 17,091 | 4,358 |
| 1899 . . | 84,376 | 488 | 14,251 | 1,366 | 3,344 | 386 | 12,417 | 3,266 | 10,293 | 1,944 | 18,253 | 4,802 |
| 1900 . . | 85,781 | 431 | 14,969 | 1,338 | 1,751 | 391 | 15,347 | 3,449 | 11,643 | 2,380 | 21,370 | 5,490 |
| FOREIGN VEHICLES ON HOME LINE. | | | | | | | | | | | | |
| 1896 . . | 1,214 | 176 | 73 | 2 | * | * | 586 | 37 | 74 | 1 | 472 | 82 |
| 1897 . . | 1,410 | 175 | 15 | 3 | ... | ... | 1,177 | 31 | 72 | 1 | 616 | 74 |
| 1898 . . | 1,215 | 140 | 6 | 2 | ... | ... | 996 | 72 | 74 | 1 | 644 | 108 |
| 1899 . . | 1,388 | 133 | 8 | 2 | 1 | ... | 853 | 131 | 206 | 8 | 969 | 135 |
| 1900 . . | 2,868 | 257 | 5 | 2 | 1 | ... | 1,070 | 473 | 260 | 64 | 1,204 | 185 |
| **GOODS.** | | | | | | | | | | | | |
| HOME VEHICLES ON HOME LINE. | | | | | | | | | | | | |
| 1896 . . | 138,109 | 68,552 | 20,155 | 9,458 | * | * | 12,610 | 7,847 | 5,981 | 2,713 | 20,036 | 5,618 |
| 1897 . . | 153,790 | 69,114 | 18,874 | 8,625 | 1,850 | 1,063 | 12,529 | 7,140 | 5,999 | 2,861 | 18,051 | 4,904 |
| 1898 . . | 154,782 | 69,801 | 18,536 | 7,291 | 1,052 | 794 | 14,132 | 7,304 | 5,569 | 2,366 | 22,483 | 8,443 |
| 1899 . . | 160,487 | 80,856 | 19,705 | 8,417 | 1,491 | 1,177 | 19,310 | 10,011 | 8,482 | 3,694 | 25,535 | 9,230 |
| 1900 . . | 160,359 | 92,619 | 21,345 | 10,032 | 2,484 | 1,738 | 27,069 | 16,441 | 13,013 | 7,436 | 24,832 | 7,760 |
| FOREIGN VEHICLES ON HOME LINE. | | | | | | | | | | | | |
| 1896 . . | 13,100 | 10,721 | 1,517 | 1,517 | * | * | 2,654 | 2,318 | 316 | 259 | 4,430 | 3,690 |
| 1897 . . | 15,920 | 14,334 | 1,571 | 1,571 | 388 | 388 | 3,599 | 3,416 | 132 | 124 | 4,290 | 3,764 |
| 1898 . . | 21,336 | 17,267 | 1,093 | 1,093 | 326 | 216 | 2,660 | 1,886 | 322 | 241 | 2,381 | 1,727 |
| 1899 . . | 20,668 | 17,790 | 835 | 835 | 208 | 146 | 6,454 | 4,453 | 1,672 | 1,543 | 3,690 | 2,922 |
| 1900 . . | 28,052 | 21,035 | 898 | 898 | 153 | 148 | 11,499 | 9,312 | 2,682 | 2,213 | 4,348 | 2,671 |

* Included in Eastern Bengal State railway.

# DIX 18.



## thousands *of miles on each railway (by systems).*

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| 5′ 6″ | | | | | | | | | | | | GAUGE. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8 | | 9 (*a*) to (*e*) | | 9 (*f*) to (*i*) | | 10 (*a*) to (*e*) | | 11 | | 12 | | Class: No. |
| North Western State. | | Great Indian Peninsula. | | Indian Midland. | | B., B. and C. I. | | Nizam's Gtd. State. | | Madras. | | Railway. |
| Loaded. | Empty. | Loaded. | Empty. | Loaded. | Empty. | Loaded. | Empty. | Loaded. | Empty. | Loaded. | Empty. | Calendar. year. |
| **COACHING.** | | | | | | | | | | | | |
| **Home vehicles on home line.** | | | | | | | | | | | | |
| 51,424 | 13,926 | 53,725 | ... | 12,585 | ... | 19,448 | 1,992 | 4,609 | 96 | 17,376 | 895 | 1896 |
| 55,132 | 15,271 | 52,903 | ... | 12,116 | ... | 19,965 | 2,074 | 4,538 | 142 | 17,190 | 981 | 1897 |
| 60,565 | 17,169 | 50,890 | ... | 12,669 | ... | 16,881 | 1,686 | 4,668 | 95 | 16,387 | 890 | 1898 |
| 63,095 | 17,197 | 49,485 | ... | 14,624 | ... | 20,728 | 2,044 | 4,509 | 79 | 14,867 | 957 | 1899 |
| 64,477 | 16,731 | 53,476 | ... | 15,103 | ... | 23,583 | 2,073 | 6,954 | 107 | 16,175 | 1,109 | 1900 |
| **Foreign vehicles on home line.** | | | | | | | | | | | | |
| 796 | 133 | 2,857 | 341 | 762 | 423 | 39 | 16 | 138 | 65 | 518 | 32 | 1896 |
| 1,244 | 324 | 2,387 | 257 | 1,185 | 535 | 39 | 12 | 142 | 64 | 653 | 26 | 1897 |
| 771 | 131 | 3,190 | 135 | 933 | 446 | 39 | 14 | 116 | 56 | 457 | 52 | 1898 |
| 711 | 146 | 3,916 | 223 | 1,084 | 443 | 63 | 21 | 128 | 70 | 486 | 69 | 1899 |
| 864 | 192 | 3,256 | 230 | 1,272 | 531 | 45 | 13 | 119 | 55 | 184 | 54 | 1900 |
| **GOODS.** | | | | | | | | | | | | |
| **Home vehicles on home line.** | | | | | | | | | | | | |
| 81,753 | 25,396 | 67,014 | 28,443 | 9,236 | 4,284 | 33,886 | 12,012 | 5,818 | 3,291 | 22,067 | 10,962 | 1896 |
| 87,931 | 28,893 | 58,749 | 26,846 | 10,691 | 5,096 | 31,962 | 12,159 | 6,818 | 3,643 | 24,789 | 12,061 | 1897 |
| 114,450 | 48,680 | 62,797 | 28,208 | 11,861 | 5,812 | 39,750 | 15,217 | 6,681 | 3,075 | 23,832 | 11,932 | 1898 |
| 108,353 | 41,459 | 67,295 | 26,450 | 13,901 | 7,906 | 43,228 | 16,897 | 7,021 | 3,177 | 24,735 | 13,216 | 1899 |
| 87,822 | 23,754 | 69,382 | 28,244 | 18,766 | 12,027 | 45,290 | 25,126 | 12,467 | 6,319 | 23,490 | 12,714 | 1900 |
| **Foreign vehicles on home line.** | | | | | | | | | | | | |
| 1,920 | 1,643 | 14,911 | 12,547 | 4,257 | 4,255 | 1,418 | 752 | 2,994 | 1,866 | 976 | 941 | 1896 |
| 3,286 | 2,867 | 13,658 | 12,054 | 5,046 | 4,842 | 1,389 | 240 | 4,192 | 3,542 | 684 | 644 | 1897 |
| 3,066 | 2,766 | 22,338 | 19,926 | 5,700 | 5,577 | 1,186 | 460 | 5,347 | 4,269 | 879 | 1,367 | 1898 |
| 2,934 | 2,745 | 22,086 | 19,097 | 7,126 | 6,154 | 2,671 | 1,124 | 5,343 | 4,123 | 1,161 | 1,153 | 1899 |
| 2,778 | 2,578 | 23,434 | 21,070 | 11,098 | 7,382 | 3,774 | 2,829 | 7,396 | 6,315 | 2,075 | 2,060 | 1900 |

*P. T. O.*

**Appendix 18.**
Vehicle mileage.

**APPEN**

*Loaded and Empty Vehicle mileage in*

Referred to in paragraph

| GAUGE. | 3' 3⅜" | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CLASS: No. | 2 | | 15 | | 17 | | 18 | | 10 (*f*) to (*i*). | | 19 |
| RAILWAY. | EASTERN BENGAL STATE. | | ASSAM-BENGAL. | | BENGAL AND NORTH-WESTERN. | | ROHILKUND AND KUMAON. | | RAJPUTANA-MALWA. | | JODHPUR |
| Calendar year. | Loaded. | Empty. | Loaded. | Empty. | Loaded. | Empty. | Loaded. | Empty. | Loaded. | Empty. | Loaded. |
| **COACHING.** | | | | | | | | | | | |
| HOME VEHICLES ON HOME LINE. | | | | | | | | | | | |
| 1896 | 13,614 | 1,506 | 1,082 | 353 | 17,408 | 122 | 4,034 | 337 | 48,611 | 264 | 3,184 |
| 1897 | 13,563 | 1,490 | 3,231 | 587 | 18,313 | 153 | 4,111 | 373 | 47,544 | 248 | 3,129 |
| 1898 | 15,306 | 1,628 | 4,129 | 664 | 21,951 | 128 | 4,215 | 341 | 46,607 | 264 | 3,294 |
| 1899 | 15,431 | 1,591 | 4,921 | 710 | 23,930 | 143 | 4,443 | 332 | 48,773 | 195 | 3,548 |
| 1900 | 16,341 | 1,672 | 4,997 | 806 | 27,788 | 106 | 4,289 | 358 | 49,042 | 142 | 3,664 |
| FOREIGN VEHICLES ON HOME LINE. | | | | | | | | | | | |
| 1896 | ... | ... | ... | ... | ... | ... | ... | ... | 35 | 14 | 271 |
| 1897 | ... | ... | ... | ... | ... | ... | 4 | ... | 36 | 13 | 276 |
| 1898 | ... | ... | ... | ... | 5 | ... | 20 | ... | 59 | 18 | 255 |
| 1899 | ... | ... | ... | ... | ... | ... | 22 | ... | 623 | 25 | 285 |
| 1900 | ... | ... | ... | ... | 9 | 7 | 38 | 1 | 1,072 | 31 | 210 |
| **GOODS.** | | | | | | | | | | | |
| HOME VEHICLES ON HOME LINE. | | | | | | | | | | | |
| 1896 | 20,275 | 6,670 | 2,228 | 1,363 | 19,364 | 10,205 | 4,460 | 2,433 | 64,303 | 13,664 | 1,556 |
| 1897 | 19,104 | 6,465 | 3,325 | 2,021 | 23,403 | 12,401 | 4,004 | 2,337 | 68,317 | 16,524 | 2,016 |
| 1898 | 20,777 | 6,721 | 4,594 | 3,072 | 21,009 | 10,899 | 4,316 | 2,972 | 84,043 | 25,598 | 1,568 |
| 1899 | 23,274 | 7,059 | 9,861 | 3,594 | 25,340 | 14,411 | 4,753 | 3,221 | 100,705 | 28,526 | 1,796 |
| 1900 | 22,309 | 7,390 | 6,927 | 3,514 | 26,221 | 16,159 | 4,429 | 2,840 | 118,445 | 45,138 | 2,356 |
| FOREIGN VEHICLES ON HOME LINE. | | | | | | | | | | | |
| 1896 | ... | ... | ... | ... | ... | ... | ... | ... | 608 | 479 | 1,328 |
| 1897 | ... | ... | ... | ... | ... | ... | 65 | 44 | 740 | 300 | 1,155 |
| 1898 | ... | ... | ... | ... | 159 | 131 | 250 | 207 | 1,796 | 962 | 1,832 |
| 1899 | ... | ... | ... | ... | 378 | 271 | 376 | 281 | 6,804 | 4,101 | 4,265 |
| 1900 | ... | ... | ... | ... | 450 | 225 | 367 | 177 | 6,333 | 4,884 | 3,377 |

DIX 18.

Appendix 18.
Vehicle mileage.

thousands *of miles on each railway (by systems)*—concld.

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| 3′ 3⅜″ | | | | | | | | | | | GAUGE. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 | 20 | | 21 | | 22 | | 24 | | 25 | | CLASS : No. |
| BIKANER. | UDAIPUR-CHITOR. | | BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR. | | SOUTHERN-MAHRATTA. | | SOUTH INDIAN. | | BURMA. | | RAILWAY. |
| Empty. | Loaded. | Empty. | Loaded. | Empty. | Loaded. | Empty. | Loaded. | Empty. | Loaded. | Empty. | Calendar year. |
| **COACHING.** | | | | | | | | | | | |
| **HOME VEHICLES ON HOME LINE.** | | | | | | | | | | | |
| 11 | ... | ... | 4,487 | 873 | 21,818 | 2,738 | 29,276 | 57 | 18,138 | 4,276 | 1896 |
| 13 | ... | ... | 5,050 | 938 | 22,219 | 2,935 | 38,387 | 62 | 24,927 | 4,528 | 1897 |
| 17 | 603 | 1 | 5,415 | 936 | 14,771 | 1,706 | 36,553 | 58 | 28,178 | 4,457 | 1898 |
| 17 | 643 | 2 | 5,888 | 914 | 14,013 | 1,799 | 32,874 | 38 | 27,756 | 4,687 | 1899 |
| 12 | 675 | 1 | 6,043 | 911 | 19,701 | 2,428 | 34,414 | 47 | 28,592 | 4,542 | 1900 |
| **FOREIGN VEHICLES ON HOME LINE.** | | | | | | | | | | | |
| 31 | ... | ... | 8 | 3 | 90 | 24 | 3 | 2 | ... | ... | 1896 |
| 22 | ... | ... | 9 | 5 | 84 | 26 | 3 | 3 | ... | ... | 1897 |
| 25 | 16 | 2 | 27 | ... | 74 | 25 | 1 | 1 | ... | ... | 1898 |
| 21 | 19 | 2 | 29 | ... | 74 | 23 | 3 | 1 | ... | ... | 1899 |
| 18 | 13 | 2 | 44 | ... | 73 | 24 | 4 | 3 | ... | ... | 1900 |
| **GOODS.** | | | | | | | | | | | |
| **HOME VEHICLES ON HOME LINE.** | | | | | | | | | | | |
| 709 | ... | ... | 3,888 | 1,654 | 33,316 | 13,787 | 24,179 | 9,081 | 21,325 | 12,308 | 1896 |
| 1,068 | ... | ... | 4,849 | 2,333 | 41,328 | 19,026 | 23,667 | 8,057 | 29,332 | 16,105 | 1897 |
| 616 | 96 | 45 | 4,744 | 1,899 | 31,181 | 9,967 | 22,402 | 6,885 | 31,609 | 13,727 | 1898 |
| 691 | 112 | 45 | 4,908 | 2,326 | 34,065 | 15,243 | 23,284 | 7,289 | 31,612 | 13,015 | 1899 |
| 1,242 | 127 | 50 | 5,597 | 3,653 | 36,924 | 17,758 | 21,552 | 6,230 | 37,037 | 15,115 | 1900 |
| **FOREIGN VEHICLES ON HOME LINE.** | | | | | | | | | | | |
| 965 | ... | ... | 29 | 29 | 582 | 499 | 235 | 240 | ... | ... | 1896 |
| 851 | ... | ... | 37 | 36 | 512 | 448 | 138 | 127 | ... | ... | 1897 |
| 1,473 | 83 | 53 | 40 | 43 | 645 | 515 | 290 | 274 | ... | ... | 1898 |
| 2,879 | 233 | 216 | 47 | 54 | 538 | 267 | 1,097 | 1,007 | ... | ... | 1899 |
| 2,261 | 495 | 469 | 44 | 46 | 492 | 277 | 40 | 38 | ... | ... | 1900 |

* Figures for 1896 and 1897 included in Rajputana-Malwa railway.

# Appendix 19.
Mileage earnings.

# APPEN

*Gross earnings in rupees per mile*

(Referred to in

*N.B.*—A reference to Appendix 2 will furnish the

| GAUGE. | 5′ 6″ | | | | | | | | | | | | | | | | | | 3′ 3⅜″ | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CLASS: No. | 1 | 2 | | 3 | 4 | 5 | 6 | 7 | 8 | | 9 | | 10 | | 11 | | 12 | | 13 | 14 | 15 |
| Railway. | | E. B. SYSTEM. | | | | | | | N. W. SYSTEM. | | G. I. P. SYSTEM. | | B., B. & C. I. SYSTEM. | | N. G. S. SYSTEM. | | M. SYSTEM. | | | | |
| Calendar year. | E. I. | 5′ 6″ gauge. | Other gauges. | B. C. | B. N. | E. C. S. | C. P. T. | O. & R. | Coml. Sec. | Mily. Sec. | G. I. P. (*a*) to (*e*). | I. M (*f*) to (*j*). | B., B & C. I. (*a*) to (*d*) & (*f*) & (*k*). | R. M. (*e*) to (*i*). | N. G. S. (*a*)(*b*). | H. G. V. (*c*). | M. (*a*)(*b*). | N. (*c*). | B. D. | D. S. | A. B. |
| **COACHING TRAFFIC.** | | | | | | | | | | | | | | | | | | | | | |
| 1896 . . | 9,804 | 11,465 | 4,070 | 4,792 | 1,849 | 2,696 | ... | 4,712 | 5,375 | 1,532 | 6,455 | 2,552 | 10,403 | 3,942 | 2,661 | ... | 5,451 | ... | 1,373 | 1,648 | 2,230 |
| 1897 . . | 9,554 | 11,019 | 3,702 | 5,376 | 1,619 | 2,690 | ... | 4,191 | 5,402 | 1,553 | 5,223 | 2,533 | 7,626 | 3,340 | 2,485 | ... | 5,401 | ... | 1,267 | 1,548 | 1,792 |
| 1898 . . | 9,911 | 10,963 | 3,817 | 5,445 | 1,473 | 2,574 | ... | 4,108 | 4,468 | 1,356 | 4,728 | 2,496 | 6,317 | 3,335 | 2,379 | ... | 4,780 | ... | 1,365 | 1,512 | 2,533 |
| 1899 . . | 9,995 | 11,338 | 3,619 | 4,993 | 1,870 | 2,710 | ... | 4,132 | 4,512 | 1,296 | 5,506 | 2,379 | 7,264 | 3,477 | 2,496 | 394 | 4,221 | 5,258 | 1,482 | 1,633 | 2,244 |
| 1900 . . | 10,227 | 11,495 | 3,979 | 5,152 | 2,846 | 3,294 | ... | 4,391 | 4,683 | 1,352 | 5,807 | 2,120 | 7,159 | 3,369 | 2,608 | 1,187 | 4,884 | 6,751 | 1,110 | 1,782 | 2,245 |
| **GOODS TRAFFIC.** | | | | | | | | | | | | | | | | | | | | | |
| 1896 . . | 18,715 | 22,448 | 5,821 | 2,597 | 4,945 | 2,070 | 46,968 | 5,680 | 8,763 | 2,229 | 16,358 | 3,506 | 18,482 | 7,041 | 6,861 | ... | 7,253 | ... | 5,653 | 6,091 | 1,288 |
| 1897 . . | 21,492 | 22,647 | 5,432 | 3,089 | 4,781 | 2,126 | 41,242 | 4,859 | 8,602 | 2,074 | 13,608 | 4,143 | 16,425 | 6,666 | 7,681 | ... | 8,005 | ... | 6,227 | 7,321 | 1,409 |
| 1898 . . | 21,597 | 21,032 | 5,508 | 2,031 | 5,194 | 2,154 | 42,812 | 4,974 | 9,687 | 1,821 | 18,414 | 4,295 | 19,444 | 8,010 | 8,867 | ... | 7,756 | ... | 5,386 | 7,617 | 1,840 |
| 1899 . . | 22,699 | 20,621 | 5,812 | 2,436 | 5,529 | 2,611 | 44,924 | 5,619 | 8,936 | 1,546 | 18,250 | 4,674 | 18,636 | 9,776 | 9,647 | 2,097 | 8,063 | 3,816 | 5,569 | 8,732 | 1,566 |
| 1900 . . | 22,462 | 22,445 | 6,115 | 3,788 | 7,609 | 4,346 | 51,369 | 5,153 | 6,917 | 1,707 | 16,666 | 6,711 | 17,003 | 11,529 | 12,000 | 2,324 | 8,10[illegible] | 3,633 | 4,101 | 9,062 | 1,543 |
| **GROSS EARNINGS PER MILE WORKED.*** | | | | | | | | | | | | | | | | | | | | | |
| 1896 . . | 28,938 | 35,122 | 9,991 | 7,466 | 7,395 | 4,881 | 51,751 | 10,732 | 14,458 | 3,857 | 23,095 | 6,200 | 29,574 | 11,222 | 9,749 | ... | 12,957 | ... | 7,050 | 8,353 | 3,670 |
| 1897 . . | 31,500 | 35,277 | 9,236 | 9,105 | 7,190 | 5,225 | 46,135 | 9,698 | 14,437 | 3,726 | 19,066 | 6,824 | 24,685 | 10,237 | 10,649 | ... | 13,686 | ... | 7,518 | 9,372 | 3,289 |
| 1898 . . | 31,942 | 33,553 | 9,445 | 8,205 | 7,436 | 4,941 | 49,949 | 9,901 | 14,459 | 3,261 | 23,387 | 6,947 | 26,692 | 11,544 | 11,493 | ... | 12,789 | ... | 7,020 | 9,563 | 4,492 |
| 1899 . . | 33,127 | 33,774 | 9,562 | 8,206 | 7,883 | 5,425 | 52,350 | 10,801 | 13,792 | 3,000 | 24,012 | 7,211 | 26,474 | 13,506 | 12,468 | 2,497 | 12,580 | 9,120 | 7,144 | 10,853 | 3,917 |
| 1900 . . | 33,265 | 35,849 | 10,218 | 9,601 | 10,776 | 7,884 | 62,480 | 10,740 | 11,954 | 3,114 | 22,850 | 8,977 | 24,315 | 15,124 | 14,853 | 3,657 | 13,272 | 10,416 | 5,500 | 11,371 | 3,897 |
| **NET EARNINGS PER MILE WORKED.*** | | | | | | | | | | | | | | | | | | | | | |
| 1896 . . | 19,625 | 21,264 | 6,170 | 2,774 | 3,395 | 1,256 | 25,705 | 5,431 | 6,550 | 76 | 10,337 | 2,587 | 16,240 | 6,142 | 4,981 | ... | 6,374 | ... | 3,899 | 4,029 | 197 |
| 1897 . . | 22,112 | 19,307 | 5,402 | 3,917 | 3,455 | 1,698 | 17,434 | 4,210 | 7,229 | 224 | 6,566 | 3,004 | 11,219 | 5,326 | 5,626 | ... | 7,131 | ... | 4,239 | 2,912 | 240 |
| 1898 . . | 21,685 | 19,567 | 5,400 | 2,945 | 3,636 | 1,221 | 17,536 | 5,334 | 7,734 | —56 | 9,463 | 3,103 | 14,452 | 6,544 | 6,682 | ... | 6,532 | ... | 3,327 | 3,271 | 187 |
| 1899 . . | 22,187 | 17,250 | 5,546 | 3,183 | 4,102 | 1,907 | 22,562 | 5,898 | 7,160 | —723 | 10,613 | 3,136 | 14,004 | 7,721 | 7,571 | 1,453 | 5,989 | 2,182 | 3,925 | 5,550 | 782 |
| 1900 . . | 21,540 | 18,847 | 5,847 | 3,965 | 6,406 | 2,352 | 20,316 | 5,215 | 5,684 | —237 | 10,855 | 4,722 | 11,368 | 8,308 | 8,686 | 1,447 | 6,365 | 5,955 | 2,739 | 5,651 | 838 |

* Includes all other earnings
† Closed for traffic from 25th March 1900,

# DIX 19.



*worked on each railway (by systems),*

paragraph 29 of Report).

key to the code letters used to express railway systems.

| 3′ 3⅜″ | | | | | | | | | | 2′ 6″ | | | | | | 2′ 0″ | | | | GAUGE. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | CLASS: No. |
| D. | B. & N. W. | R. & K. | J. B. | U. C. | B. G. J. P. | S. M. | W. I. P. | S. I. | B. | M. R. W. | B. L. | B. P. | R. K. L. | T. B. | C. C. | D. H. | H. A. | H. S. | J. | Railway. |
| | | | | | | | | | | | | | | | | | | | | Calendar year. |
| **COACHING TRAFFIC.** | | | | | | | | | | | | | | | | | | | | |
| 5,448 | 2,921 | 1,876 | 1,533 | 1,603 | 2,983 | 2,313 | 1,327 | 4,478 | 4,485 | 2,682 | ... | ... | ... | ... | 353 | 5,814 | ... | ... | 404 | 1896 |
| 5,424 | 2,865 | 1,942 | 1,431 | 1,459 | 2,543 | 1,964 | 922 | 4,692 | 4,928 | 2,650 | 924 | ... | ... | ... | 299 | 5,623 | ... | ... | 391 | 1897 |
| 5,545 | 2,766 | 2,168 | 1,341 | 1,501 | 2,100 | 1,379 | 841 | 4,128 | 4,683 | 2,481 | 869 | 2,169 | ... | 1,623 | 4 | 6,116 | 7,649 | 3,263 | 443 | 1898 |
| 6,014 | 2,510 | 2,219 | 1,286 | 1,551 | 2,345 | 1,273 | 1,019 | 4,054 | 4,566 | 2,601 | 969 | 1,886 | 2,991 | 1,833 | ... | 5,426 | 8,374 | 3,191 | 473 | 1899 |
| 6,456 | 2,755 | 2,283 | 1,091 | 1,333 | 2,232 | 1,821 | 1,116 | 4,559 | 4,732 | 2,566 | 1,128 | 2,142 | 3,301 | 1,947 | † | 5,833 | 8,407 | 3,577 | 464 | 1900 |
| **GOODS TRAFFIC.** | | | | | | | | | | | | | | | | | | | | |
| 789 | 3,778 | 2,146 | 1,918 | 622 | 2,613 | 3,460 | 3,000 | 3,773 | 4,070 | 1,330 | ... | ... | ... | ... | 2,939 | 9,294 | ... | ... | 2,923 | 1896 |
| 886 | 3,469 | 2,026 | 1,886 | 564 | 2,314 | 3,966 | 1,594 | 3,629 | 4,711 | 1,379 | 3,961 | ... | ... | ... | 2,443 | 8,693 | ... | ... | 3,189 | 1897 |
| 1,136 | 3,656 | 2,618 | 2,070 | 841 | 2,242 | 3,139 | 2,171 | 3,501 | 4,756 | 1,440 | 5,027 | 194 | ... | 2,454 | 1,448 | 8,473 | 187 | 173 | 3,144 | 1898 |
| 890 | 3,915 | 3,200 | 3,256 | 1,725 | 2,437 | 3,478 | 6,707 | 3,817 | 4,557 | 1,768 | 6,125 | 203 | 66 | 2,599 | 4,795 | 8,382 | 377 | 179 | 3,184 | 1899 |
| 810 | 3,524 | 3,037 | 2,678 | 3,356 | 2,823 | 3,505 | 3,470 | 3,581 | 5,263 | 1,841 | 4,487 | 293 | 85 | 2,506 | † | 9,825 | 528 | 266 | 2,765 | 1900 |
| **GROSS EARNINGS PER MILE WORKED.*** | | | | | | | | | | | | | | | | | | | | |
| 6,266 | 6,992 | 4,490 | 3,531 | 2,241 | 5,736 | 5,888 | 4,678 | 8,368 | 8,696 | 4,100 | ... | ... | ... | ... | 3,293 | 15,325 | ... | ... | 3,361 | 1896 |
| 6,330 | 6,635 | 4,479 | 3,406 | 2,040 | 5,033 | 6,046 | 2,850 | 8,595 | 9,763 | 4,530 | 4,992 | ... | ... | ... | 2,742 | 14,593 | ... | ... | 3,611 | 1897 |
| 6,701 | 6,719 | 5,383 | 3,501 | 2,364 | 4,488 | 4,608 | 3,355 | 7,869 | 9,579 | 3,987 | 6,036 | 2,380 | ... | 4,287 | 1,452 | 14,796 | 7,848 | 3,662 | 3,628 | 1898 |
| 6,944 | 6,805 | 6,189 | 4,642 | 3,337 | 4,927 | 4,865 | 8,121 | 7,991 | 9,326 | 4,456 | 7,231 | 2,126 | 3,071 | 4,758 | 4,795 | 14,019 | 8,762 | 3,375 | 3,718 | 1899 |
| 7,286 | 6,602 | 6,046 | 3,861 | 4,724 | 5,192 | 5,449 | 4,972 | 8,299 | 10,134 | 4,486 | 5,764 | 2,461 | 3,422 | 4,799 | † | 15,866 | 8,959 | 3,849 | 3,276 | 1900 |
| **NET EARNINGS PER MILE WORKED.*** | | | | | | | | | | | | | | | | | | | | |
| 2,400 | 3,906 | 1,640 | 2,235 | 891 | 2,827 | 2,550 | *−1,747* | 3,763 | 3,488 | 1,925 | ... | ... | ... | ... | 84 | 7,161 | ... | ... | 513 | 1896 |
| 2,328 | 3,689 | 1,828 | 2,226 | 710 | 2,223 | 2,598 | *−3,105* | 4,027 | 4,402 | 2,243 | 999 | ... | ... | ... | *−7,981* | 6,658 | ... | ... | 530 | 1897 |
| 1,378 | 3,841 | 2,608 | 2,081 | 1,009 | 1,855 | 1,375 | *−2,469* | 3,548 | 4,082 | 1,738 | 1,138 | 675 | ... | 1,008 | *−88,768* | 6,823 | 3,267 | 1,021 | 761 | 1898 |
| 1,394 | 3,604 | 3,089 | 2,832 | 1,661 | 2,369 | 1,567 | 1,368 | 3,783 | 3,839 | 1,802 | 2,987 | 392 | 558 | 1,308 | *−18,408* | 5,035 | 3,941 | 986 | *−229* | 1899 |
| 1,540 | 2,753 | 3,110 | 2,146 | 2,759 | 2,581 | 2,546 | 1,743 | 4,109 | 4,568 | 1,683 | 1,966 | 674 | 960 | 1,290 | † | 7,095 | 4,301 | 1,358 | *−592* | 1900 |

except those from steam boat.
and subsequently abandoned.

## Appendix 20.
Train-mileage earnings.

## APPEN

*Gross earnings in rupees per train-*

(Referred to in paragraph

*N.B.*—A reference to Appendix 2 will furnish the key to

| Gauge. | 5′ 6″ gauge Railways. | | | | | | | | | | | | | | | | | 3′ 3¾″ | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Class: No. | 1 | 2 | | 3 | 4 | 5 | 7 | 8 | | 9 | | 10 | | 11 | | 12 | | 13 | 14 | 15 |
| Calendar year. | E. I. | E. B. S. system. | | B. C. | B. N. | E. C. | O. & R. | N. W. system. | | G. I. P. system. | | B., B. & C. I. system. | | N. G. S. system. | | M. system. | | B. D. | D. S. | A. B. |
| | | 5′ 6″ gauge. | Other gauges. | | | | | Commercial Section. | Military Section. | G. I. P. (a) to (e) | I. M. (f) to (j) | B., B. & C. I. (a) to (d) & (j) & (k) | R. M. (e) to (i). | N. G. S. (a) & (b). | H. G. V. (c). | M. (a) & (b) | N. (c). | | | |
| **Earnings from coaching traffic.** | | | | | | | | | | | | | | | | | | | | |
| 1896 . | 3 39 | 3·14 | 3·19 | 3·06 | 3·16 | 3·67 | 3·45 | 3·22 | 2·94 | 2·44 | 3·14 | 4·19 | 3·18 | 4·08 | ... | 3·56 | ... | 2·32 | 3·35 | 3·92 |
| 1897 . | 3·53 | 2·75 | 2·93 | 2·98 | 2·14 | 2·73 | 3·30 | 3·26 | 2·88 | 1·85 | 2·92 | 3·15 | 2·81 | 3·85 | ... | 3·58 | ... | 2·13 | 3·57 | 3·50 |
| 1898 . | 3·61 | 2·69 | 2·85 | 2·87 | 1·73 | 2·97 | 3·05 | 3·07 | 2·62 | 1·68 | 2·95 | 3·29 | 2·94 | 3·75 | ... | 3·26 | ... | 2·39 | 3·05 | 4·85 |
| 1899 . | 3·59 | 2·87 | 2·78 | 2·71 | 2·58 | 3·38 | 2·86 | 2·99 | 2·57 | 1·98 | 2·71 | 3·43 | 3·12 | 3·96 | 1·77 | 2·93 | 3·65 | 2·55 | 2·96 | 4·98 |
| 1900 . | 3·62 | 2·87 | 3·15 | 3·25 | 3·62 | 3·81 | 2·74 | 2 99 | 2·56 | 2·12 | 2·43 | 3·58 | 3·11 | 3·50 | 2·61 | 3·16 | 4·90 | 2·01 | 3·22 | 4·80 |
| **Earnings from goods traffic.** | | | | | | | | | | | | | | | | | | | | |
| 1896 . | 5·09 | 6·17 | 3·47 | 2·49 | 3 99 | 1·86 | 3·38 | 4·51 | 2·15 | 4·82 | 3·94 | 8·59 | 5·80 | 4·45 | ... | 5·04 | ... | 8·27 | 3·13 | 1·31 |
| 1897 . | 5·17 | 5·60 | 3·38 | 2·14 | 3·69 | 2·30 | 3·32 | 4·29 | 2·56 | 4·16 | 4·18 | 8·28 | 4·11 | 4·15 | ... | 5·07 | ... | 5·70 | 3·44 | 1·73 |
| 1898 . | 4·80 | 5·97 | 3·30 | 1·81 | 4·14 | 2·55 | 3·29 | 4·35 | 2·36 | 5·22 | 3·91 | 8·33 | 4·06 | 4·35 | ... | 4·95 | ... | 7·59 | 3·80 | 1·72 |
| 1899 . | 4·79 | 5·79 | 3·30 | 2·19 | 4·26 | 2·38 | 3·42 | 4·30 | 2·11 | 5·14 | 3·96 | 8·28 | 4·21 | 4·69 | 3·21 | 4·73 | 2·89 | 11·27 | 3·93 | 1·52 |
| 1900 . | 4·59 | 6·17 | 3·11 | 2·58 | 3·86 | 2·85 | 3·36 | 4·20 | 2·16 | 4·74 | 4·93 | 7·75 | 4·24 | 4·69 | 2·08 | 4·70 | 3·99 | 9·91 | 4·29 | 1·70 |
| **Gross earnings.†** | | | | | | | | | | | | | | | | | | | | |
| 1896 . | 4·63 | 4·82 | 3·38 | 2·86 | 4·05 | 2·64 | 3·57 | 4·00 | 2·47 | 3 82 | 3·64 | 6·38 | 3·77 | 4·45 | ... | 4·39 | ... | 5·53 | 3·43 | 2·34 |
| 1897 . | 4·59 | 4·39 | 3·21 | 2·80 | 3·45 | 2·80 | 3·71 | 3·94 | 2·76 | 3·13 | 3 67 | 5·56 | 3·64 | 4·15 | ... | 4·46 | ... | 4·46 | 3 95 | 2·48 |
| 1898 . | 4 41 | 4·42 | 3·14 | 2·72 | 3·53 | 2·89 | 3·46 | 3·93 | 2·53 | 3·69 | 3·57 | 6·28 | 3·71 | 4·30 | ... | 4·24 | ... | 5·48 | 3·83 | 2 82 |
| 1899 . | 4·40 | 4·50 | 3·12 | 2·78 | 3·90 | 2·86 | 3·50 | 3·84 | 2·31 | 3·79 | 3·50 | 6·06 | 3·93 | 4·64 | 2·85 | 4·00 | 3·30 | 6·64 | 3·91 | 2 65 |
| 1900 . | 4·35 | 4·69 | 3·19 | 3·14 | 3·91 | 3·20 | 3·43 | 3·72 | 2·36 | 3·65 | 3·91 | 5·81 | 3·97 | 4·49 | 2 33 | 4·03 | 5·18 | 5·69 | 4·27 | 2·84 |
| **Net earnings.†** | | | | | | | | | | | | | | | | | | | | |
| 1896 . | 3 14 | 2·92 | 2·09 | 1 06 | 1·86 | 0·68 | 1·79 | 1·81 | 0·05 | 1·77 | 1·53 | 3·50 | 2·06 | 2·32 | ... | 2·17 | ... | 3 06 | 1·65 | 0·13 |
| 1897 . | 3·22 | 2·40 | 1·88 | 1·20 | 1·66 | 0·95 | 1·61 | 1·97 | 1·66 | 1·09 | 1·62 | 2·52 | 1·89 | 2·22 | ... | 2·32 | ... | 2·51 | 1·21 | 0 18 |
| 1898 . | 2·99 | 2·58 | 1·76 | 0·98 | 1·72 | 0·72 | 1·81 | 2·10 | *—0·04* | 1·49 | 1·60 | 3·40 | 2·11 | 2·40 | ... | 2·17 | ... | 2·58 | 1 31 | 0·12 |
| 1899 . | 2·95 | 2·30 | 2·84 | 1·08 | 2·03 | 1·01 | 1·89 | 2·00 | *—0·56* | 1·72 | 1·51 | 3·21 | 2·25 | 2·62 | 1·66 | 1·90 | 0·79 | 3·65 | 2·00 | 0·53 |
| 1900 . | 2·82 | 2·47 | 1·82 | 1·30 | 2·32 | 0·95 | 1·66 | 1·77 | *—0·18* | 1·73 | 2·06 | 2·68 | 2·19 | 2·63 | 0·92 | 1·93 | 2·62 | 2·83 | 2·12 | 0·61 |

* Information
† Includes all other earnings except
‡ The earnings from coaching and goods traffic

**DIX 20.**

**Appendix 20.**
**Train-mileage earnings.**

*mile on each railway (by systems).*

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the code letters used to express railway systems.

| GAUGE RAILWAYS. | | | | | | | | | | 2′ 6″ GAUGE RAILWAYS. | | | | | 2′ 0″ GAUGE RAILWAYS. | | | | GAUGE. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 32 | 33 | 34 | 35 | Class: No. |
| D. | B. & N. W. | B. & K. | J. B. | U. C. | B. G. J. P. | S. M. | W. I. P. | S. I. | B. | M. R. W. | B. L. | B. P. | R. K. L. | T. B. | D. H. | H. A. | H. S. | J. | Calendar year. |
| **EARNINGS FROM COACHING TRAFFIC.** | | | | | | | | | | | | | | | | | | | |
| * | 2·98 | 3·10 | 2·25 | 3·09 | 3 57 | 2 57 | 2·06 | 2·99 | 3 72 | 2·39 | ... | * | * | * | 7·96 | * | * | * | 1896 |
| ... | 2·58 | 2·88 | 3·13 | 2·80 | 3·19 | 2·32 | 1·80 | 2·57 | 3·73 | 2·16 | 0·55 | ... | ... | ... | 7·76 | ... | ... | ... | 1897 |
| ... | 2·26 | 3·52 | 2·89 | 2·67 | 2·87 | 2·49 | 1·71 | 2·38 | 3 16 | 2·09 | 0·50 | ... | ... | ... | 8·16 | ... | ... | ... | 1898 |
| ... | 2·08 | 3·77 | 3·10 | 3·50 | 3·22 | 2·49 | 1·58 | 2·63 | 3·30 | 2·19 | 5·47 | ... | ... | ... | 7·52 | ... | ... | ... | 1899 |
| ... | 2·05 | 3·45 | 2·59 | 3·79 | 3·04 | 2·59 | 1·38 | 2·78 | 3·82 | 2·16 | 4·82 | ... | ... | ... | 7·78 | ... | ... | ... | 1900 |
| **EARNINGS FROM GOODS TRAFFIC.** | | | | | | | | | | | | | | | | | | | |
| * | 2·76 | 2·05 | 3·50 | 2·35 | 3·57 | 2·33 | 3·86 | 2·27 | 2·49 | 2·09 | ... | * | * | * | 3·35 | * | * | * | 1896 |
| ... | 2·50 | 2·00 | 3·20 | 2·40 | 3·43 | 2·21 | 3·26 | 2·47 | 2·55 | 2·27 | 1·53 | ... | ... | ... | 3·49 | ... | ... | ... | 1897 |
| ... | 2·74 | 2·17 | 3·49 | 4·22 | 3·79 | 2·64 | 3·72 | 2·53 | 2·72 | 2·35 | 1·21 | ... | ... | ... | 3·59 | ... | ... | ... | 1898 |
| ... | 2·76 | 2·17 | 3·77 | 4·70 | 3·91 | 2·60 | 4·10 | 2·50 | 2·62 | 2·36 | 9·40 | ... | ... | ... | 3·34 | ... | ... | ... | 1899 |
| ... | 2·61 | 1·47 | 2·55 | 5·36 | 3·67 | 2·35 | 4·13 | 2·77 | 2·76 | 1·54 | 8·02 | ... | ... | ... | 3·34 | ... | ... | ... | 1900 |
| **GROSS EARNINGS.†** | | | | | | | | | | | | | | | | | | | |
| 2·46 | 2·97 | 2·72 | 3·58 | 2·86 | 3·66 | 2·47 | 4·10 | 2·65 | 3·06 | 2·33 | ... | ‡ | ‡ | ‡ | 4·38 | ‡ | ‡ | 2 98 | 1896 |
| 2·26 | 2·66 | 2·65 | 3·23 | 2·69 | 3·42 | 2·28 | 3·52 | 2·61 | 3·08 | 2·47 | 0·11 | ... | ... | ... | 4·53 | ... | ... | 3 07 | 1897 |
| 2·08 | 2·62 | 2·95 | 3·32 | 3·11 | 3·39 | 2·65 | 4·02 | 2·53 | 3·03 | 2·22 | 4·31 | 1·00 | ... | 2·30 | 4·76 | 3·68 | 2·01 | 3·40 | 1898 |
| 2·38 | 2·54 | 3·00 | 3·63 | 4·12 | 3·65 | 2 63 | 4·91 | 2·61 | 2 99 | 2·30 | 8·73 | 0·92 | 1·64 | 2·88 | 4·34 | 3·51 | 2·10 | 3·20 | 1899 |
| 2·27 | 2·45 | 2·92 | 2·91 | 4·83 | 3·44 | 2·49 | 3·02 | 2·83 | 3·22 | 1·88 | 7·26 | 0·99 | 2·28 | 2·95 | 4·29 | 3·42 | 2·25 | 3·21 | 1900 |
| **NET EARNINGS.†** | | | | | | | | | | | | | | | | | | | |
| 0·94 | 1·66 | 0·99 | 2·27 | 1·14 | 1·80 | 1·07 | *—1·09* | 1·19 | 1·23 | 1·09 | ... | ... | ... | ... | 2·04 | ... | ... | 0·45 | 1896 |
| 0·83 | 1·65 | 1·07 | 2·13 | 0·93 | 1·51 | 0·98 | *—3·14* | 1·23 | 1·39 | 1·22 | 0·21 | ... | ... | ... | 2·03 | ... | ... | 0·45 | 1897 |
| 0 43 | 1·56 | 1·43 | 1·97 | 1·29 | 1·40 | 0·79 | *—2·00* | 1·14 | 1·28 | 0·97 | 0·81 | 0·28 | ... | 0·66 | 2·15 | 1·53 | 0·47 | 0·71 | 1898 |
| 0·46 | 1·34 | 1·50 | 2·21 | 2·05 | 1·75 | 0·85 | 1·41 | 1·23 | 1·23 | 0·93 | 3·61 | 0·18 | 0·29 | 0·79 | 1·53 | 1·58 | 0·61 | *—0·20* | 1899 |
| 0·48 | 1·02 | 1·50 | 1·62 | 2·82 | 1·72 | 1·16 | *—1·06* | 1·40 | 1·45 | 0·71 | 2·48 | 0·27 | 0·64 | 0·79 | 1·92 | 1·64 | 0·79 | *—0·58* | 1900 |

not available.
those from steam-boat.
are not shown separately in the accounts.

## Appendix 21.
Working expenses.

## APPEN

***Working expenses in* thousands *of rupees***

(Referred to in paragraph

*N.B.*—A reference to Appendix 2 will furnish the key to

| Gauge. | 5′ 6″ | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Class: No. | 1 | 2 | | | 3 | 4 | 5 | 6 | 7 | 8 | | | 9 | | | 10 | | | 11 | | | |
| | | E. B. S. system. | | | | | | | | N. W. system. | | | G. I. P. system. | | | B., B. and C. I. system | | | N. G. S. system. | | |
| Calendar year. | E. I. | 5′ 6″ gauge. | Other gauges. | Total. | B. C. | B. N. | E. C. | P. T. | D. & R. | Commercial section. | Military section. | Total. | G. I. P. (a) to (e). | I. M. (f) to (j). | Total. | B. B. & C. I. (a) to (d) and (j) and (k). | R. M. (e) to (i). | Total. | N. G. S. (a) and (b). | H. G. V. (c). | Total. |
| **Engineering.** | | | | | | | | | | | | | | | | | | | | | | |
| 1895 . | 47,53 | 7,22 | 5,62 | 12,84 | 1,50 | 8,01 | 4,82 | 24 | 12,89 | 47,32 | 12,45 | 59,77 | 47,45 | 6,54 | 53,99 | 23,04 | 19,54 | 42,58 | 5,40 | ... | 5,40 |
| 1897 . | 44,67 | 7,64 | 6,41 | 14,05 | 1,57 | 8,03 | 4,23 | 35 | 13,39 | 46,69 | 13,36 | 60,05 | 46,08 | 6,65 | 52,73 | 27,62 | 21,71 | 49,33 | 5,79 | ... | 5,79 |
| 1898 . | 44,17 | 8,28 | 7,74 | 16,02 | 1,65 | 9,53 | 5,10 | 41 | 12,50 | 45,96 | 12,86 | 58,82 | 39,79 | 7,60 | 47,39 | 18,74 | 21,61 | 40,35 | 4,64 | ... | 4,64 |
| 1899 . | 51,12 | 13,72 | 7,42 | 21,19 | 1,80 | 12,52 | 6,97 | 34 | 13,20 | 37,21 | 17,09 | 54,30 | 40,62 | 9,63 | 50,25 | 21,90 | 29,29 | 51,19 | 4,72 | ... | 4,72 |
| 1900 . | 63,84 | 13,23 | 8,17 | 21,45 | 1,90 | 12,20 | 9,02 | 35 | 16,23 | 34,31 | 12,45 | 46,76 | 29,97 | 10,70 | 40,67 | 27,71 | 34,27 | 61,98 | 7,98 | 2,07 | 10,05 |
| **Locomotive.** | | | | | | | | | | | | | | | | | | | | | | |
| 1896 . | 51,79 | 8,14 | 6,34 | 14,48 | 1,22 | 10,10 | 6,58 | 44 | 10,98 | 52,33 | 10,42 | 62,75 | 73,43 | 11,59 | 85,02 | 27,25 | 38,43 | 65,68 | 4,48 | ... | 4,48 |
| 1897 . | 49,13 | 11,54 | 5,88 | 17,42 | 1,41 | 8,96 | 7,06 | 44 | 13,68 | 56,88 | 10,25 | 67,13 | 69,75 | 12,85 | 82,60 | 25,23 | 34,79 | 60,02 | 4,75 | ... | 4,75 |
| 1898 . | 58,84 | 8,05 | 6,11 | 14,16 | 1,20 | 10,14 | 6,72 | 48 | 13,01 | 67,95 | 10,19 | 78,14 | 74,70 | 13,57 | 88,27 | 26,73 | 36,68 | 63,41 | 5,02 | ... | 5,02 |
| 1899 . | 63,51 | 9,10 | 6,53 | 15,63 | 1,50 | 11,97 | 8,99 | 43 | 12,69 | 69,77 | 11,31 | 81,08 | 78,27 | 16,77 | 95,04 | 30,47 | 42,79 | 73,26 | 5,43 | 14 | 5,57 |
| 1900 . | 73,52 | 10,36 | 7,49 | 17,85 | 1,47 | 16,60 | 11,47 | 70 | 19,64 | 69,51 | 12,19 | 81,70 | 79,85 | 20,75 | 1,00,60 | 34,14 | 52,44 | 86,58 | 5,85 | 2,20 | 8,05 |
| **Carriage and Wagon.** | | | | | | | | | | | | | | | | | | | | | | |
| 1896 . | 16,73 | 3,36 | 1,96 | 5,32 | 44 | 2,54 | 75 | 18 | 6,60 | 14,00 | 1,97 | 15,97 | 15,97 | 2,63 | 18,60 | 6,15 | 9,53 | 15,68 | 1,10 | ... | 1,10 |
| 1897 . | 17,71 | 2,64 | 1,78 | 4,42 | 32 | 2,74 | 1,04 | 23 | 6,96 | 10,80 | 1,33 | 12,13 | 22,98 | 2,94 | 25,92 | 9,63 | 8,99 | 18,62 | 1,18 | ... | 1,18 |
| 1898 . | 18,22 | 3,21 | 1,89 | 5,10 | 49 | 2,57 | 1,34 | 27 | 4,76 | 15,07 | 1,44 | 16,51 | 36,93 | 3,26 | 40,19 | 9,74 | 9,64 | 19,38 | 1,29 | ... | 1,29 |
| 1899 . | 19,30 | 4,54 | 1,97 | 6,51 | 46 | 2,80 | 1,77 | 24 | 8,14 | 15,32 | 1,63 | 16,95 | 23,72 | 4,40 | 28,12 | 14,05 | 9,96 | 24,01 | 1,15 | 1 | 1,16 |
| 1900 . | 21,40 | 4,64 | 2,79 | 7,43 | 79 | 3,68 | 1,93 | 50 | 6,85 | 14,14 | 1,76 | 15,90 | 18,07 | 4,13 | 22,20 | 15,31 | 15,08 | 30,39 | 1,33 | 15 | 1,48 |
| **Traffic.** | | | | | | | | | | | | | | | | | | | | | | |
| 1896 . | 33,96 | 8,76 | 5,05 | 13,81 | 1,16 | 5,41 | 2,98 | 1,13 | 7,65 | 22,38 | 4,51 | 26,89 | 29,12 | 4,94 | 34,06 | 10,28 | 15,96 | 26,24 | 2,60 | ... | 2,60 |
| 1897 . | 36,60 | 9,55 | 4,97 | 14,52 | 1,24 | 5,52 | 3,36 | 1,18 | 7,88 | 23,42 | 4,69 | 28,11 | 29,58 | 5,26 | 34,84 | 10,17 | 16,46 | 26,63 | 2,66 | ... | 2,66 |
| 1898 . | 39,07 | 10,43 | 5,47 | 15,90 | 1,29 | 5,89 | 3,67 | 1,32 | 8,23 | 26,33 | 4,30 | 30,63 | 29,91 | 5,31 | 35,22 | 10,48 | 17,16 | 27,64 | 2,65 | ... | 2,65 |
| 1899 . | 41,53 | 10,84 | 6,09 | 16,93 | 1,31 | 7,26 | 5,27 | 1,28 | 9,13 | 26,46 | 4,56 | 31,02 | 30,76 | 6,07 | 36,83 | 10,86 | 17,23 | 28,09 | 2,74 | 8 | 2,82 |
| 1900 . | 45,61 | 11,12 | 6,63 | 17,75 | 1,50 | 8,93 | 5,76 | 1,77 | 10,16 | 26,26 | 4,69 | 30,95 | 32,25 | 6,99 | 39,24 | 12,19 | 18,84 | 31,03 | 2,81 | 1,09 | 3,90 |
| **General.** | | | | | | | | | | | | | | | | | | | | | | |
| 1896 . | 18,72 | 3,04 | 2,60 | 5,64 | 1,11 | 5,88 | 2,09 | 15 | 4,29 | 9,83 | 2,50 | 12,33 | 13,30 | 5,22 | 18,52 | 5,81 | 12,26 | 18,07 | 3,06 | ... | 3,06 |
| 1897 | 19,27 | 3,61 | 2,60 | 6,21 | 1,17 | 5,55 | 2,89 | 16 | 4,18 | 10,48 | 2,52 | 13,00 | 13,58 | 5,23 | 18,81 | 5,95 | 12,23 | 18,18 | 2,93 | ... | 2,93 |
| 1898 . | 19,29 | 3,70 | 2,71 | 6,41 | 1,33 | 5,84 | 3,18 | 23 | 4,36 | 11,55 | 2,49 | 14,34 | 13,41 | 5,08 | 18,49 | 5,61 | 12,27 | 17,88 | 2,67 | ... | 2,67 |
| 1899 . | 20,54 | 3,87 | 2,89 | 6,76 | 1,44 | 7,34 | 3,97 | 20 | 4,71 | 11,99 | 2,61 | 14,60 | 13,09 | 5,57 | 18,66 | 5,60 | 12,31 | 17,91 | 2,70 | 4 | 2,74 |
| 1900 . | 22,20 | 3,89 | 3,20 | 7,09 | 1,45 | 8,04 | 4,13 | 22 | 5,96 | 12,35 | 2,87 | 15,22 | 14,36 | 5,95 | 20,31 | 5,80 | 10,55 | 16,35 | 2,59 | 85 | 3,44 |
| **Total.*** | | | | | | | | | | | | | | | | | | | | | | |
| 1896 . | 1,80,81 | 34,94 | 26,17 | 61,11 | 5,86 | 34,41 | 18,76 | 2,22 | 43,46 | 1,49,43 | 32,53 | 1,81,96 | 1,84,80 | 34,01 | 2,18,81 | 74,94 | 97,30 | 1,72,24 | 16,91 | ... | 16,91 |
| 1897 . | 1,82,40 | 41,53 | 25,71 | 67,24 | 6,48 | 32,21 | 19,88 | 2,45 | 48,19 | 1,52,12 | 32,78 | 1,84,90 | 1,86,55 | 36,19 | 2,22,74 | 80,61 | 95,93 | 1,76,54 | 17,82 | ... | 17,82 |
| 1898 . | 1,99,16 | 36,34 | 28,11 | 64,45 | 6,57 | 35,15 | 21,15 | 2,79 | 45,44 | 1,71,32 | 31,87 | 2,03,19 | 2,03,20 | 37,57 | 2,40,77 | 74,59 | 98,97 | 1,73,56 | 17,07 | ... | 17,07 |
| 1899 . | 2,17,77 | 44,63 | 29,34 | 73,97 | 6,98 | 43,52 | 28,27 | 2,54 | 50,62 | 1,66,03 | 37,87 | 2,03,90 | 1,95,39 | 45,41 | 2,40,80 | 85,76 | 1,14,48 | 2,00,24 | 17,36 | 27 | 17,63 |
| 1900 . | 2,45,69 | 45,92 | 34,39 | 80,31 | 7,83 | 52,62 | 33,93 | 3,60 | 60,04 | 1,61,85 | 34,88 | 1,96,73 | 1,81,79 | 53,64 | 2,35,44 | 1,00,59 | 1,34,81 | 2,35,40 | 21,88 | 6,42 | 28,30 |

* Includes working expenses under miscellaneous and steam

Note.—For working expenses per mile

# DIX 21.

*of each railway (by systems).*

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the code letters used to express railway systems.



| | | 3′ 3½″. | | | | | | | | | | | | | 2′ 6″. | | | | | | 2′ 0″. | | | | Gauge. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | Class: No. |
| M. system. | | | | | | | | | | | | | | | | | | | | | | | | | |
| M. (*a*) and (*b*). | N. (*c*). | B. D. | D. S. | A. B. | D. | B. & N.-W. | R. & K. | J. B. | U. C. | B. G J. P. | S. M. | W. I. P. | S. I. | B. | M. R. W. | B. L. | B. P. | R. K. L. | T. B. | C. C. | D. H. | H. A. | H. S. | J. | Calendar year. |
| **Engineering.** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13,01 | ... | 21 | 97 | 1,49 | 5 | 6,88 | 1,84 | 1,29 | 30 | 2,63 | 11,73 | 57 | 11,09 | 12,72 | 40 | ... | ... | ... | ... | 5 | 81 | ... | ... | 17 | 1896 |
| 12,96 | ... | 27 | 2,91 | 2,56 | 4 | 7,27 | 1,75 | 91 | 36 | 2,86 | 11,93 | 54 | 11,66 | 12,45 | 42 | 11 | ... | ... | ... | 23 | 79 | ... | ... | 23 | 1897 |
| 12,79 | ... | 36 | 2,73 | 6,03 | 5 | 7,89 | 1,87 | 1,91 | 29 | 2,93 | 11,87 | 54 | 9,26 | 12,84 | 39 | 12 | 8 | ... | 18 | 1,05 | 77 | 28 | 13 | 24 | 1898 |
| 12,03 | 23 | 27 | 1,53 | 4,26 | 5 | 10,24 | 2,28 | 2,49 | 24 | 2,72 | 11,92 | 58 | 8,19 | 12,40 | 49 | 12 | 9 | 8 | 18 | 20 | 1,03 | 40 | 12 | 30 | 1899 |
| 13,99 | ... | 25 | 1,73 | 4,43 | 4 | 11,05 | 1,98 | 1,92 | 26 | 2,55 | 13,41 | 67 | 9,19 | 13,71 | 42 | 13 | 9 | 11 | 17 | 10 | 70 | 28 | 12 | 49 | 1900 |
| **Locomotive.** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21,45 | ... | 21 | 74 | 1,52 | 4 | 5,24 | 1,65 | 1,82 | 23 | 3,33 | 17,88 | 82 | 18,51 | 14,37 | 74 | ... | ... | ... | ... | 9 | 1,32 | ... | ... | 18 | 1896 |
| 21,79 | ... | 26 | 89 | 2,09 | 6 | 5,27 | 1,50 | 1,80 | 20 | 3,55 | 19,08 | 76 | 17,73 | 15,34 | 78 | 18 | ... | ... | ... | 7 | 1,29 | ... | ... | 20 | 1897 |
| 20,63 | ... | 26 | 94 | 2,02 | 10 | 5,82 | 1,54 | 1,93 | 25 | 3,45 | 15,37 | 83 | 17,63 | 16,83 | 75 | 23 | 12 | ... | 13 | 7 | 1,36 | 23 | 9 | 16 | 1898 |
| 24,05 | 30 | 26 | 1,05 | 2,61 | 8 | 8,26 | 1,76 | 3,02 | 33 | 3,54 | 16,50 | 1,03 | 17,80 | 18,20 | 88 | 18 | 14 | 7 | 14 | 12 | 1,39 | 31 | 11 | 19 | 1899 |
| 22,91 | 55 | 37 | 1,09 | 2,55 | 11 | 9,03 | 1,66 | 3,64 | 49 | 3,81 | 18,86 | 94 | 16,44 | 22,73 | 1,20 | 12 | 15 | 10 | 15 | 10 | 1,50 | 37 | 8 | 17 | 1900 |
| **Carriage and Wagon.** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6,28 | ... | 6 | 44 | 32 | 1 | 1,77 | 59 | 27 | 6 | 56 | 4,04 | 16 | 5,69 | 4,16 | 10 | ... | ... | ... | ... | 3 | 56 | ... | ... | 14 | 1896 |
| 6,16 | ... | 3 | 49 | 24 | 1 | 1,58 | 44 | 26 | 5 | 66 | 3,87 | 17 | 5,21 | 3,93 | 12 | 3 | ... | ... | ... | 5 | 47 | ... | ... | 4 | 1897 |
| 4,77 | ... | 5 | 47 | 45 | 3 | 1,45 | 50 | 25 | 3 | 66 | 4,28 | 16 | 5,27 | 4,29 | 15 | 4 | 2 | ... | 5 | 3 | 44 | 9 | 4 | 5 | 1898 |
| 4,60 | 2 | 7 | 49 | 52 | 5 | 1,93 | 62 | 35 | 11 | 66 | 4,82 | 19 | 4,88 | 4,15 | 17 | 5 | 4 | 2 | 7 | 4 | 51 | 10 | 3 | 22 | 1899 |
| 4,89 | 3 | 7 | 53 | 62 | 4 | 2,58 | 65 | 45 | 4 | 73 | 5,28 | 21 | 5,17 | 5,40 | 17 | 3 | 3 | 5 | 7 | 3 | 65 | 9 | 2 | 6 | 1900 |
| **Traffic.** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8,79 | ... | 29 | 41 | 1,10 | 5 | 4,43 | 1,16 | 70 | 10 | 2,05 | 9,06 | 57 | 8,02 | 8,20 | 43 | ... | ... | ... | ... | 5 | 57 | ... | ... | 18 | 1896 |
| 8,46 | ... | 30 | 52 | 1,69 | 5 | 4,03 | 1,22 | 74 | 10 | 2,21 | 9,05 | 51 | 8,50 | 8,84 | 44 | 17 | ... | ... | ... | 5 | 60 | ... | ... | 23 | 1897 |
| 8,71 | ... | 30 | 52 | 1,61 | 6 | 4,91 | 1,26 | 71 | 13 | 2,16 | 8,31 | 49 | 8,27 | 9,66 | 42 | 23 | 18 | ... | 15 | 5 | 58 | 31 | 18 | 19 | 1898 |
| 8,67 | 4 | 31 | 57 | 2,03 | 5 | 5,63 | 1,33 | 88 | 18 | 2,16 | 8,43 | 58 | 7,85 | 9,14 | 42 | 17 | 16 | 16 | 16 | 4 | 68 | 45 | 20 | 19 | 1899 |
| 8,87 | 10 | 36 | 62 | 2,32 | 6 | 6,77 | 1,33 | 1,01 | 21 | 2,25 | 9,21 | 57 | 7,85 | 10,22 | 47 | 15 | 16 | 20 | 16 | 3 | 69 | 47 | 20 | 19 | 1900 |
| **General.** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5,88 | .. | 32 | 78 | 1,35 | 3 | 3,94 | 1,57 | 41 | 8 | 2,05 | 8,17 | 1,04 | 6,56 | 5,09 | 37 | ... | .. | ... | ... | 3 | 75 | ... | ... | 9 | 1896 |
| 5,81 | ... | 31 | 80 | 2,49 | 2 | 3,86 | 1,44 | 40 | 7 | 2,05 | 8,62 | 99 | 6,40 | 6,03 | 37 | 34 | ... | ... | ... | 4 | 74 | ... | ... | 11 | 1897 |
| 5,73 | ... | 29 | 80 | 2,27 | 3 | 4,04 | 1,46 | 43 | 13 | 2,13 | 8,97 | 91 | 6,39 | 6,86 | 38 | 39 | 13 | ... | 13 | 4 | 75 | 19 | 11 | 11 | 1898 |
| 5,90 | 2 | 25 | 81 | 3,32 | 2 | 4,56 | 1,51 | 57 | 13 | 2,09 | 8,15 | 96 | 6,30 | 6,86 | 45 | 38 | 12 | 5 | 13 | 3 | 82 | 13 | 6 | 12 | 1899 |
| 6,18 | 4 | 24 | 83 | 3,10 | 2 | 5,10 | 1,48 | 59 | 18 | 1,95 | 7,99 | 96 | 6,68 | 6,86 | 33 | 37 | 12 | 7 | 13 | 3 | 73 | 12 | 5 | 11 | 1900 |
| **Total.*** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 56,38 | ... | 1,39 | 3,35 | 5,86 | 19 | 25,45 | 7,98 | 4,72 | 81 | 11,04 | 51,94 | 3,73 | 50,96 | 46,23 | 2,05 | ... | ... | ... | ... | 26 | 4,16 | ... | ... | 76 | 1896 |
| 56,41 | ... | 1,41 | 5,65 | 9,18 | 19 | 26,24 | 7,43 | 4,29 | 80 | 11,79 | 53,66 | 3,40 | 50,60 | 47,94 | 2,16 | 86 | ... | ... | ... | 43 | 4,05 | ... | ... | 82 | 1897 |
| 54,18 | ... | 1,54 | 5,59 | 12,54 | 25 | 28,09 | 7,72 | 5,51 | 82 | 11,76 | 50,31 | 3,31 | 48,27 | 52,03 | 2,12 | 1,06 | 53 | ... | 66 | 1,24 | 4,07 | 1,11 | 55 | 76 | 1898 |
| 56,76 | 64 | 1,55 | 4,51 | 12,97 | 27 | 36,32 | 8,69 | 8,12 | 1,06 | 11,64 | 51,43 | 4,08 | 46,95 | 52,47 | 2,50 | 91 | 54 | 38 | 69 | 44 | 4,58 | 1,38 | 52 | 1,02 | 1899 |
| 59,02 | 75 | 1,55 | 4,83 | 13,46 | 28 | 39,58 | 8,15 | 8,09 | 1,32 | 11,88 | 56,29 | 4,00 | 46,66 | 61,35 | 2,64 | 82 | 56 | 50 | 70 | 30 | 4,47 | 1,33 | 49 | 1,02 | 1900 |

boat, direct charges and contribution to Provident Fund.
and per train-mile, see Appendices 23 and 24.

## Appendix 22.
Proportion of expenses to earnings.

## APPEN

*Proportion per cent. of working expenses*

(Referred to in paragraph

*N.B.*—A reference to Appendix 2 will furnish the key to

| Gauge | 5′ 6″. | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Class No. | 1 | 2 | | | 3 | 4 | 5 | 6 | 7 | 8 | | | 9 | | | 10 | | | 11 | | | 12 | |
| Calendar year. | | E. B. S. system. | | | | | | | | N. W. system. | | | G. I. P. system. | | | B. B. & C. I. system. | | | N. G. S. system. | | | M. system. | |
| | E. I. | 5′ 6″ gauge. | Other gauges. | Total. | B. C. | B. N. | E. C. | P. T. | O. & B. | Commercial section. | Military section. | Total. | G. I. P. (a) to (e). | I. M. (f) to (j). | Total. | B. B. & C. I. (a) to (d) & (j) & (k). | R. M. (f) to (i). | Total. | N. G. S. (a) & (b). | H. C. V. (c). | Total. | M. (a) & (b). | N. (c). |
| **Engineering Department.** | | | | | | | | | | | | | | | | | | | | | | | |
| 1896. | 8·53 | 8·20 | 8·84 | 8 47 | 16·04 | 13·99 | 20·06 | 5·43 | 14·82 | 17·33 | 37·41 | 19·51 | 13·78 | 11·20 | 13·41 | 13 86 | 9·09 | 11·17 | 15 62 | ... | 15·62 | 11·72 | ... |
| 1897. | 7·36 | 8·55 | 10·88 | 9·47 | 13·82 | 13·00 | 14·79 | 8·90 | 15·73 | 15·34 | 38·23 | 17·70 | 16·21 | 10·32 | 15 12 | 18·85 | 10·85 | 14·23 | 15·33 | ... | 15·33 | 10·99 | ... |
| 1898. | 7·16 | 9·53 | 12·66 | 10·83 | 16·08 | 13·86 | 18·45 | 9·47 | 12·69 | 12·48 | 40·88 | 14·71 | 11·41 | 11·21 | 11·39 | 11·52 | 9·45 | 10·31 | 11·38 | ... | 11 38 | 11·66 | ... |
| 1899. | 8·26 | 15·16 | 11·08 | 13·42 | 15·82 | 13·80 | 16·05 | 7·69 | 11·85 | 10·78 | 55·71 | 14·46 | 11·34 | 12·06 | 11·47 | 12·03 | 10·96 | 11·39 | 10·67 | ... | 10·52 | 11·17 | 27·43 |
| 1900. | 9·39 | 13·80 | 10·37 | 12·26 | 14·22 | 9·40 | 14·91 | 6·50 | 13·90 | 11·12 | 36·57 | 13·71 | 8·65 | 9·19 | 8·85 | 14·67 | 11·46 | 12·70 | 15·16 | 19·43 | 15·88 | 12·34 | ... |
| **Locomotive.** | | | | | | | | | | | | | | | | | | | | | | | |
| 1896. | 9·30 | 9 25 | 9·97 | 9·55 | 13·11 | 15·86 | 27·36 | 9·89 | 12·63 | 19·17 | 31·32 | 20·49 | 21·34 | 19·87 | 21·12 | 16·39 | 17·88 | 17·23 | 12·97 | ... | 12·97 | 19·33 | ... |
| 1897. | 8·09 | 12·92 | 9·99 | 11·75 | 12·86 | 14·45 | 24·71 | 11·21 | 16·06 | 18·69 | 29·31 | 19 78 | 24·53 | 19·92 | 23·68 | 17·23 | 17·40 | 17·32 | 12·58 | ... | 12 58 | 18·49 | ... |
| 1898. | 9 58 | 9·28 | 10·00 | 9·58 | 11·73 | 14·74 | 24·30 | 11·19 | 13·21 | 18·45 | 32·37 | 19·55 | 21·42 | 20·01 | 21·19 | 16·43 | 16 05 | 16·21 | 12·32 | ... | 12·32 | 18·81 | ... |
| 1899. | 9·70 | 10·05 | 9·68 | 9·89 | 13·19 | 13·20 | 20·72 | 9·53 | 11·40 | 20·23 | 36·85 | 21·59 | 21·86 | 21·00 | 21·70 | 16·73 | 16·01 | 16·31 | 12·29 | 21·76 | 12·42 | 22 32 | 35·23 |
| 1900. | 10·40 | 10·77 | 9·51 | 10·20 | 11·01 | 12·80 | 18·97 | 13·12 | 16·32 | 22·50 | 35·80 | 23·97 | 23·06 | 18·34 | 21·88 | 18·07 | 17·53 | 17·74 | 11·10 | 20·69 | 12·71 | 20·21 | 27 43 |
| **Carriage and Wagon.** | | | | | | | | | | | | | | | | | | | | | | | |
| 1896. | 3·00 | 3 82 | 3·09 | 3·51 | 4·72 | 3·99 | 3·14 | 4·10 | 7·59 | 5·13 | 5·93 | 5·22 | 4·64 | 4·51 | 4·62 | 3·70 | 4·43 | 4·11 | 3·18 | ... | 3·18 | 5·66 | ... |
| 1897. | 2·92 | 2·96 | 3·01 | 2·97 | 1·93 | 4·43 | 3·65 | 5·85 | 8·18 | 3·55 | 3·79 | 3·58 | 8·08 | 4·56 | 7·43 | 6·57 | 4·49 | 5·37 | 3·13 | ... | 3·13 | 5·25 | ... |
| 1898. | 2·95 | 3·70 | 3·08 | 3·44 | 4·81 | 3·74 | 4·83 | 6·38 | 4·83 | 4·09 | 4·57 | 4·13 | 10·59 | 4·81 | 9·64 | 5·99 | 4·22 | 4·95 | 3·15 | ... | 3·15 | 4·35 | ... |
| 1899. | 2·96 | 5·01 | 2·92 | 4·12 | 4·05 | 3·08 | 4·09 | 4·65 | 7·81 | 4 44 | 5·30 | 4·51 | 6·62 | 5·51 | 6·42 | 7·72 | 3·73 | 5·35 | 2·59 | 1·16 | 2·57 | 4·27 | 2·57 |
| 1900. | 3·22 | 4·83 | 3·53 | 4·25 | 2·14 | 2·76 | 3·19 | 9·33 | 5·86 | 4·58 | 5·17 | 4·66 | 5·22 | 3·75 | 4·92 | 8·10 | 5·04 | 6·23 | 2·52 | 1·39 | 2·33 | 4·30 | 1 75 |
| **Traffic.** | | | | | | | | | | | | | | | | | | | | | | | |
| 1896. | 6·10 | 9·97 | 7·93 | 9·11 | 12·47 | 8·50 | 12·39 | 25·65 | 8·79 | 8·20 | 13·54 | 8·78 | 8·46 | 8·46 | 8·46 | 6·18 | 7·43 | 6·88 | 7·52 | ... | 7·52 | 7·92 | ... |
| 1897. | 6·03 | 10·69 | 8·44 | 9·71 | 10·92 | 8·90 | 11·75 | 29·92 | 9·26 | 7·69 | 13·40 | 8·28 | 10·41 | 8·16 | 9·99 | 6·93 | 8·23 | 7·68 | 7·04 | ... | 7·04 | 7·20 | ... |
| 1898. | 6·33 | 12·01 | 8·96 | 10 76 | 12·59 | 8·56 | 13·27 | 30·76 | 8·36 | 7·15 | 13·67 | 7·66 | 8·57 | 7·83 | 8·45 | 6·44 | 7·51 | 7·07 | 6·51 | ... | 6·51 | 7 94 | ... |
| 1899. | 6·34 | 11·97 | 9·03 | 10 72 | 11·18 | 8·01 | 12·14 | 28·66 | 8·19 | 7·67 | 14·85 | 8·26 | 8·59 | 7·60 | 8·41 | 5·96 | 6 45 | 6·25 | 6·21 | 11·91 | 6·29 | 8·05 | 5·23 |
| 1900. | 6·46 | 11·57 | 8·41 | 10 15 | 11·29 | 6·88 | 9·52 | 33·12 | 8·71 | 8·70 | 13·79 | 9·08 | 9·31 | 6·12 | 8·54 | 6·45 | 6·30 | 6·36 | 5·32 | 10·28 | 6·15 | 7·82 | 4·86 |
| **General.** | | | | | | | | | | | | | | | | | | | | | | | |
| 1896 | 3·36 | 3·46 | 7·23 | 3·72 | 11·90 | 9·24 | 8·70 | 3·42 | 4 93 | 3·59 | 7·57 | 4·63 | 3·86 | 8·79 | 4·60 | 3·50 | 5 70 | 4·74 | 8·87 | ... | 8·87 | 5·30 | ... |
| 1897. | 3·18 | 4·04 | 4 42 | 4·19 | 10·26 | 8·95 | 10·12 | 3·95 | 4·90 | 3·44 | 7·21 | 3·83 | 4 78 | 8·12 | 5·39 | 4·06 | 6·16 | 5·24 | 7 76 | ... | 7·76 | 6·95 | ... |
| 1898. | 3·13 | 4·26 | 4·43 | 4·34 | 12·96 | 8·49 | 11·50 | 5·27 | 4·42 | 3·22 | 7·90 | 3·59 | 3·84 | 7·49 | 4·44 | 3 45 | 5·37 | 4·57 | 6·55 | ... | 6·55 | 5·22 | ... |
| 1899. | 3·14 | 4·28 | 4 29 | 4·27 | 12·66 | 8 09 | 9·15 | 4·47 | 4·23 | 3·47 | 8·50 | 3·89 | 3·36 | 6 97 | 4·26 | 3·08 | 4·61 | 3 98 | 6·10 | 6·98 | 6·01 | 5·48 | 1·82 |
| 1900. | 3·14 | 4·05 | 4·07 | 4·00 | 11·12 | 6·20 | 6·83 | 4·11 | 4·34 | 4·09 | 8·45 | 4·47 | 4 12 | 5·14 | 4·38 | 3·67 | 3·77 | 3·49 | 4 90 | 8·05 | 5·43 | 5·46 | 1·92 |
| **Proportion of total working expenses* to gross earnings.** | | | | | | | | | | | | | | | | | | | | | | | |
| 1896. | 32·39 | 39·73 | 41 16 | 40·33 | 62·85 | 54·03 | 77·98 | 50·33 | 49·97 | 54 74 | 97·77 | 59·41 | 53·69 | 58·05 | 51·09 | 44·56 | 45·26 | 45·19 | 48·91 | ... | 48·91 | 50·81 | ... |
| 1897. | 29·98 | 46·48 | 43·64 | 45·35 | 56·98 | 51·94 | 69·59 | 62·21 | 56·59 | 49·97 | 93·76 | 54·49 | 65·61 | 56·13 | 63·86 | 54·51 | 47·97 | 50·94 | 47·17 | ... | 47·17 | 48·06 | ... |
| 1898. | 32·21 | 41·86 | 46·01 | 43·57 | 64·08 | 51·10 | 76·46 | 65·07 | 46·12 | 46·52 | 101·26 | 50·83 | 55·26 | 55·39 | 57·79 | 45·31 | 43·31 | 44·37 | 41·87 | ... | 41·87 | 49·74 | ... |
| 1899. | 33·18 | 49·30 | 43·50 | 46 82 | 61·23 | 47·96 | 65·11 | 56·90 | 45·45 | 48·14 | 123·42 | 54·29 | 54·56 | 56·85 | 54 98 | 46·59 | 42·83 | 44 57 | 39·28 | 41·81 | 39·31 | 52·70 | 76·07 |
| 1900. | 34·78 | 47·75 | 43·66 | 45·92 | 58·70 | 40·56 | 56·10 | 67·48 | 51·42 | 52·47 | 102·47 | 57·71 | 52·49 | 47·26 | 51·94 | 53·58 | 45·40 | 48·51 | 41·52 | 60·41 | 44·69 | 52·04 | 42·83 |

* Including special and miscellaneous and steam boat expenses.

# DIX 22.

## Appendix 22.
Proportion of expenses to earnings.

*to gross earnings on each railway (by systems)*

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the code letters used to express railway systems.

| 3′ 3⅜″. | | | | | | | | | | | | | 2′ 6″. | | | | | 2′ 0″. | | | | Gauge. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 32 | 33 | 34 | 35 | Class: No. |
| B. D. | D. S. | A. B. | D. | B. & N. W. | R. & K. | J. B. | U. C. | B. G. J. P. | S. M. | W. I. P. | S. I. | B. | M. R. W. | B. L. | B. P. | R. K. L. | T. B. | D. H. | H. A. | H. S. | J. | Calendar Year. |
| **Engineering Department.** | | | | | | | | | | | | | | | | | | | | | | |
| 7·71 | 14·96 | 24·05 | 15·68 | 11·89 | 14·68 | 10·07 | 22·49 | 12·08 | 12·81 | 19 34 | 12·24 | 16·72 | 10 37 | ... | ... | ... | ... | 10·37 | ... | ... | 19·07 | 1896 |
| 9·34 | 35 48 | 25·83 | 13·81 | 12 14 | 13·96 | 7·36 | 28·83 | 13·53 | 12·68 | 29·88 | 12·29 | 14·35 | 9·86 | 10·42 | ... | ... | ... | 10·67 | ... | ... | 24·24 | 1897 |
| 13·54 | 32·67 | 46·09 | 14·86 | 12·18 | 12·51 | 14·07 | 19 96 | 14·64 | 16·56 | 24·38 | 10·56 | 14 28 | 11 63 | 9·16 | 11·22 | ... | 21·39 | 10·20 | 14 76 | 17·03 | 24·71 | 1898 |
| 9·87 | 16·64 | 26·29 | 14·89 | 13·18 | 13·13 | 11·93 | 11 18 | 12·14 | 15·71 | 10·19 | 9·31 | 14·05 | 11·63 | 7·48 | 13·09 | 16·96 | 18·47 | 14·39 | 15·84 | 16 60 | 31·38 | 1899 |
| 7·06 | 17·88 | 25·90 | 11 89 | 13·73 | 11·69 | 10·52 | 8·29 | 10·80 | 15 44 | 20·09 | 9·97 | 12 43 | 10·02 | 10·07 | 11·98 | 15·23 | 17·98 | 8·61 | 10·97 | 15·47 | 56·32 | 1900 |
| **Locomotive.** | | | | | | | | | | | | | | | | | | | | | | |
| 7·86 | 11·38 | 24·57 | 15·46 | 9·65 | 13·20 | 14·19 | 17·19 | 15·31 | 19·52 | 27·70 | 20·29 | 18·89 | 19·23 | ... | ... | ... | ... | 16·94 | ... | ... | 19·68 | 1896 |
| 8·92 | 10·89 | 21·08 | 20·48 | 8·78 | 11·96 | 14·52 | 16·65 | 16 82 | 20·28 | 42·37 | 18 69 | 17 68 | 18·17 | 17·13 | ... | ... | ... | 17 27 | ... | ... | 20·74 | 1897 |
| 9·49 | 11·25 | 15·42 | 29·77 | 8·98 | 10·08 | 14·19 | 17·20 | 17·22 | 21 44 | 37·57 | 20·12 | 18·71 | 20·84 | 17·84 | 16·06 | ... | 15·46 | 18·05 | 12·27 | 12·13 | 17·15 | 1898 |
| 9·39 | 11·44 | 16·13 | 25·18 | 10·62 | 10·14 | 14·47 | 15·49 | 15·80 | 21·74 | 18·04 | 20·25 | 20·63 | 20·84 | 11·48 | 20·44 | 14·97 | 14·45 | 19·38 | 12·26 | 14·53 | 19·33 | 1899 |
| 10·72 | 11·25 | 14·92 | 32·55 | 11·22 | 9·79 | 20·02 | 15·54 | 16·11 | 21·71 | 28·09 | 17 85 | 20·61 | 28·44 | 9·97 | 19 15 | 15·21 | 15·86 | 18·52 | 14·46 | 13·00 | 19·22 | 1900 |
| **Carriage and Wagon.** | | | | | | | | | | | | | | | | | | | | | | |
| 2·35 | 6·79 | 5·13 | 4·55 | 3·07 | 4·73 | 2·10 | 4·53 | 2·56 | 4·41 | 5·52 | 6·14 | 5·46 | 2·51 | ... | ... | ... | ... | 7·12 | ... | ... | 15 21 | 1896 |
| 1·23 | 5·94 | 2·43 | 2·29 | 2·63 | 3·51 | 2·08 | 4 50 | 3 11 | 4·11 | 9·33 | 5·49 | 4 53 | 2 70 | 3·18 | ... | ... | ... | 6·28 | ... | ... | 4·30 | 1897 |
| 1·92 | 5·57 | 3·40 | 8·18 | 2·25 | 3·33 | 1·30 | 2·24 | 3·28 | 5·98 | 7·32 | 6·02 | 4·77 | 4 07 | 3·32 | 3·31 | ... | 5·58 | 5 87 | 4·72 | 4·73 | 5·12 | 1898 |
| 2·42 | 5·35 | 3·20 | 15·34 | 2·48 | 3 57 | 1·68 | 5·08 | 2·95 | 6 35 | 3 35 | 5·55 | 4·71 | 4 07 | 3·34 | 5 43 | 4 53 | 8·00 | 7·14 | 3·84 | 4·26 | 22 43 | 1899 |
| 2·05 | 5·46 | 3·60 | 10·61 | 3·21 | 3·85 | 2·48 | 1·32 | 3·08 | 6·07 | 6·39 | 5·62 | 4·89 | 4·03 | 2·50 | 4·26 | 3·65 | 7·36 | 8·09 | 3·54 | 2·90 | 7 87 | 1900 |
| **Traffic.** | | | | | | | | | | | | | | | | | | | | | | |
| 10·76 | 6 29 | 17·79 | 16·16 | 7 65 | 9·25 | 5·48 | 7 53 | 9·44 | 9 89 | 19·19 | 9 01 | 10 78 | 11·08 | ... | ... | ... | ... | 7·34 | ... | ... | 20·52 | 1896 |
| 10·48 | 6·39 | 16·91 | 17·25 | 7·72 | 9·75 | 5 94 | 8·21 | 10·46 | 9·62 | 28·56 | 8·97 | 10·18 | 10·37 | 15·83 | ... | ... | ... | 8·03 | ... | ... | 24·11 | 1897 |
| 11 02 | 6·18 | 12·53 | 17·60 | 7·59 | 8·40 | 5·21 | 8·75 | 10·77 | 11·58 | 22·36 | 9·44 | 10 75 | 10 02 | 17 64 | 23·78 | ... | 17 73 | 7 70 | 16·40 | 23·24 | 19·64 | 1898 |
| 11 19 | 6·20 | 12 82 | 16·31 | 7·21 | 7 65 | 4·09 | 8·48 | 9·62 | 11·11 | 10 07 | 8 93 | 10·35 | 10·02 | 10 62 | 24·18 | 34·63 | 16·46 | 9·45 | 17·89 | 27·94 | 19 52 | 1899 |
| 10·11 | 6·44 | 13·58 | 15·96 | 8·42 | 7·89 | 5·55 | 6·76 | 9·51 | 10·60 | 17·24 | 8·52 | 9 27 | 11·16 | 12·59 | 20·84 | 28·22 | 16·99 | 8·56 | 18 34 | 26·13 | 21·95 | 1900 |
| **General.** | | | | | | | | | | | | | | | | | | | | | | |
| 11·94 | 12·13 | 21·82 | 8·54 | 6·80 | 12 54 | 3·21 | 5 82 | 9·41 | 8·92 | 35·00 | 7·98 | 6 68 | 9 69 | ... | ... | | ... | 9·59 | ... | ... | 9·60 | 1896 |
| 10·94 | 9·78 | 25·11 | 8·14 | 6·43 | 11·48 | 3 29 | 6·09 | 9·73 | 9 16 | 55 02 | 6·75 | 6 99 | 8·61 | 31·38 | ... | ... | ... | 9·92 | ... | ... | 11·18 | 1897 |
| 10 78 | 9·60 | 17·38 | 7·84 | 6·24 | 9·74 | 3·21 | 8·79 | 10·61 | 12·52 | 41·29 | 7·29 | 7 63 | 10 60 | 30·05 | 17·01 | ... | 14·77 | 9·89 | 10 20 | 15·01 | 11·50 | 1898 |
| 9·03 | 8 73 | 20·48 | 7·07 | 5·85 | 8·67 | 2·74 | 6·37 | 9·33 | 10·74 | 16·72 | 7·16 | 7·77 | 10 60 | 24·59 | 18·18 | 10 75 | 13·86 | 11·47 | 5·17 | 7·44 | 12·54 | 1899 |
| 7·05 | 8·59 | 18·14 | 6·74 | 6·30 | 8·76 | 3·28 | 5·54 | 8·61 | 9 20 | 28·73 | 7·25 | 6 22 | 7·71 | 29·63 | 15 66 | 9·62 | 13·83 | 9·04 | 4·67 | 7·20 | 12·35 | 1900 |
| **Proportion of Total working expenses* to gross earnings.** | | | | | | | | | | | | | | | | | | | | | | |
| 51·26 | 51·76 | 94·63 | 61·68 | 43 97 | 63·48 | 36·69 | 60 25 | 50·71 | 56·69 | 126·55 | 57·25 | 60 76 | 53 06 | ... | ... | ... | ... | 53·27 | ... | ... | 84·73 | 1896 |
| 49·27 | 68 93 | 92·71 | 63·22 | 43 78 | 59 18 | 34·67 | 65·18 | 55·82 | 57·03 | 189·46 | 53 15 | 55·25 | 50·49 | 79·99 | ... | ... | ... | 55·29 | ... | ... | 85·32 | 1897 |
| 57·40 | 65·79 | 95·83 | 79·43 | 43·37 | 51·58 | 40·55 | 57·33 | 58·67 | 70 17 | 149·87 | 54·91 | 57·87 | 56·41 | 81·15 | 71·64 | ... | 76·49 | 53·89 | 58·36 | 72·12 | 79·02 | 1898 |
| 56 63 | 48 86 | 80·08 | 79·93 | 46 67 | 50·09 | 38·99 | 50 21 | 51 92 | 67·78 | 71 24 | 52·66 | 59·45 | 59·56 | 58·63 | 81·57 | 81·84 | 72 51 | 64·08 | 55·02 | 70 77 | 106·16 | 1899 |
| 44·42 | 49·96 | 78·69 | 78·86 | 49·21 | 47 97 | 44·39 | 41·59 | 50·26 | 64 78 | 120·04 | 50·49 | 55·62 | 62·49 | 65·89 | 72·63 | 71·95 | 73 12 | 55·28 | 51·99 | 64·71 | 118·07 | 1900 |

*N.B.*—Excludes Cherra Companyganj (2′ 6″ gauge) railway which has been closed from 25th March 1900 and subsequently abandoned.

## Appendix 23
Mileage expenses.

## APPEN

### *Working expenses per mile*

(Referred to in paragraph

*Note.*—A reference to Appendix 2 will furnish the key

| GAUGE. | 5′ 6″ | | | | | | | | | | | | | | | | | | 3′ 3⅜″ | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CLASS: No. | 1 | 2 | | 3 | 4 | 5 | 6 | 7 | 8 | | | 9 | | 10 | | 11 | | 12 | | 13 | 14 |
| Calendar year. | E. I. | E. B. system 5′ 6″ gauge. | E. B. system Other gauges | B. C. | B. N. | E. C. | P. T. | O. & R. | N. W. system Com. sec. | N. W. system Mily sec. | N. W. system Total. | G. I. P. system. (a) to (e) | G. I. P. system. (f) to (f) | B., B. & C. I. system (a) to (d) & (i) & (k) | B., B. & C. I. system R. M. (e) to (i) | N. G. S. system. (a) & (b) | N. G. S. system. H. G. V. (c) | Madras system. M. (a) & (b) | Madras system. N. (c) | B. D. | D. S. |
| **ENGINEERING DEPARTMENT.** | | | | | | | | | | | | | | | | | | | | | |
| 1896 | 2,47( | 2,889 | 958 | 1,200 | 1,033 | 997 | 2,814 | 1,609 | 2,509 | 1,457 | 2,181 | 3,184 | 695 | 4,100 | 1,020 | 1,522 | ... | 1,519 | ... | 577 | 1,252 |
| 1897 | 2,323 | 3,024 | 1,093 | 1,410 | 935 | 791 | 4,104 | 1,526 | 2,215 | 1,438 | 1,977 | 3,089 | 704 | 4,652 | 1,111 | 1,632 | ... | 1,504 | ... | 742 | 3,325 |
| 1898 | 2,29 | ,210 | 1,320 | 1,318 | 1,031 | 935 | 4,753 | 1,256 | 1,806 | 1,347 | 1,681 | 2,668 | 778 | 3,075 | 1,092 | 1,308 | ... | 1,491 | ... | 989 | 3,216 |
| 1899 | 2,798 | 5,134 | 1,154 | 1,29 | 1,088 | 886 | 4,024 | 1,281 | 1,488 | 1,689 | 1,546 | 2,721 | 870 | 3,18 | 1,480 | 1,330 | ... | 1,403 | 2,501 | 742 | 1,806 |
| 1900 | 3,01 | 4,953 | 1,15 | 1,365 | 1,013 | 1,134 | 4,063 | 1,514 | 1,130 | 1,208 | 1,295 | 1,977 | 849 | 3,565 | 1,733 | 2,252 | 711 | 1,637 | ... | 406 | 2,033 |
| **LOCOMOTIVE DEPARTMENT.** | | | | | | | | | | | | | | | | | | | | | |
| 1896 | 2,698 | 3,259 | 1,081 | 976 | 1,171 | 1,351 | 5,158 | 1,371 | 2,775 | 1,220 | 2,290 | 4,928 | 1,231 | 4,849 | 2,006 | 1,263 | ... | 2,504 | ... | 577 | 955 |
| 1897 | 2,555 | 4,568 | 1,003 | 1,125 | 1,039 | 1,322 | 5,172 | 1,558 | 2,699 | 1,102 | 2,211 | 4,677 | 1,360 | 4,219 | 1,781 | 1,330 | ... | 2,530 | ... | 714 | 1,020 |
| 1898 | 3,054 | 3,121 | 1,042 | 962 | 1,096 | 1,231 | 5,621 | 1,307 | 2,671 | 1,067 | 2,233 | 5,009 | 1,390 | 4,396 | 1,853 | 1,415 | ... | 2,405 | ... | 714 | 1,108 |
| 1899 | 3,193 | 3,405 | 1,008 | 1,083 | 1,040 | 1,143 | 4,991 | 1,232 | 2,792 | 1,117 | 2,30 | 5,24 | 1,515 | 4,431 | 2,162 | 1,532 | 543 | 2,808 | 3,21 | 71 | 1,241 |
| 1900 | 3,47 | 3,864 | 1,063 | 1,057 | 1,378 | 1,470 | 8,198 | 1,832 | 2,695 | 1,183 | 2,264 | 5,268 | 1,640 | 4,521 | 2,651 | 1,649 | 75 | 2,682 | 3 23 | 616 | 1,279 |
| **CARRIAGE AND WAGON DEPARTMENT.** | | | | | | | | | | | | | | | | | | | | | |
| 1896 | 870 | 1,345 | 334 | 352 | 298 | 156 | 2,110 | 824 | 742 | 231 | 583 | 1,072 | 279 | 1,094 | 497 | 310 | ... | 733 | ... | 165 | 568 |
| 1897 | 971 | 1,045 | 304 | 175 | 318 | 195 | 2,697 | 793 | 512 | 143 | 399 | 1,541 | 311 | 1,622 | 498 | 333 | ... | 718 | ... | 82 | 557 |
| 1898 | 946 | 1,244 | 322 | 394 | 278 | 245 | 3,205 | 478 | 592 | 150 | 472 | 2,476 | 334 | 1,598 | 487 | 364 | ... | 556 | ... | 137 | 549 |
| 1899 | 984 | 1,699 | 304 | 33 | 243 | 226 | 3,433 | 790 | 613 | 161 | 483 | 1,590 | 397 | 2,043 | 504 | 323 | 29 | 525 | 235 | 192 | 581 |
| 1900 | 1,012 | 1,733 | 395 | 205 | 29 | 250 | 5,828 | 638 | 548 | 171 | 441 | 1,192 | 327 | 1,970 | 763 | 375 | 51 | 571 | 207 | 118 | 621 |
| **TRAFFIC DEPARTMENT.** | | | | | | | | | | | | | | | | | | | | | |
| 1896 | 1,769 | 3,510 | 861 | 928 | 627 | 616 | 13,257 | 942 | 1,187 | 527 | 971 | 1,95 | 52 | 1,823 | 833 | 733 | ... | 1,026 | ... | 797 | 529 |
| 1897 | 1,904 | 3,780 | 848 | 996 | 640 | 629 | 13,805 | 898 | 1,112 | 504 | 926 | 1,984 | 557 | 1,713 | 843 | 750 | ... | 986 | ... | 824 | 599 |
| 1898 | 2,028 | 4,043 | 933 | 1,032 | 637 | 672 | 15,445 | 826 | 1,035 | 451 | 875 | 2,00 | 54 | 1,720 | 807 | 747 | ... | 1,016 | ... | 82 | 609 |
| 1899 | 2,108 | 4,056 | 940 | 942 | 631 | 670 | 15,005 | 886 | 1,059 | 451 | 88 | 2,063 | 548 | 1,579 | 836 | 774 | 297 | 1,012 | 476 | 852 | 673 |
| 1900 | 2,155 | 4,150 | 940 | 1,084 | 742 | 737 | 20,69 | 948 | 1,018 | 456 | 858 | 2,12 | 555 | 1,568 | 953 | 791 | 376 | 1,038 | 572 | 581 | 733 |
| **GENERAL CHARGES.** | | | | | | | | | | | | | | | | | | | | | |
| 1896 | 975 | 1,217 | 434 | 888 | 682 | 432 | 1,755 | 536 | 521 | 293 | 450 | 892 | 554 | 1,034 | 751 | 863 | ... | 687 | ... | 879 | 1,006 |
| 1897 | 1,002 | 1,429 | 444 | 934 | 643 | 542 | 1,825 | 476 | 497 | 271 | 428 | 911 | 554 | 1,002 | 626 | 821 | ... | 677 | ... | 852 | 916 |
| 1898 | 1,002 | 1,434 | 462 | 1,062 | 631 | 582 | 2,645 | 438 | 466 | 260 | 410 | 899 | 520 | 921 | 720 | 753 | ... | 668 | ... | 797 | 945 |
| 1899 | 1,041 | 1,448 | 446 | 1,039 | 638 | 505 | 2,339 | 457 | 480 | 258 | 416 | 878 | 503 | 814 | 622 | 761 | 174 | 690 | 166 | 687 | 948 |
| 1900 | 1,049 | 1,450 | 455 | 1,068 | 668 | 533 | 2,568 | 472 | 479 | 279 | 422 | 942 | 472 | 747 | 570 | 728 | 294 | 724 | 226 | 406 | 97 |
| **TOTAL WORKING EXPENSES.*** | | | | | | | | | | | | | | | | | | | | | |
| 1896 | 9,313 | 13,86 | 3,821 | 4,68 | 3,990 | 3,62 | 26,026 | 5,42 | 7,908 | 3,782 | 6,621 | 12,780 | 3,612 | 13,334 | 5,080 | 4,768 | ... | 6,583 | ... | 3,159 | 4,323 |
| 1897 | 9,409 | 16,440 | 3,83 | 5,18 | 3,723 | 3,528 | 28,701 | 5,488 | 7,208 | 3,502 | 6,074 | 12,509 | 3,834 | 13,576 | 4,910 | 5,024 | ... | 6,577 | ... | 3,269 | 6,460 |
| 1898 | 10,242 | 14,087 | 4,215 | 5,051 | 3,800 | 3,719 | 32,671 | 4,56 | 6,725 | 3,316 | 5,795 | 13,626 | 3,847 | 12,239 | 5,000 | 4,813 | ... | 6,317 | ... | 4,176 | 6,476 |
| 1899 | 11,031 | 16,700 | 4,015 | 5,025 | 3,781 | 3,518 | 2,,788 | 4,913 | 6,632 | 3,722 | 5,795 | 13,102 | 4,102 | 12,470 | 5,785 | 5,417 | 1,044 | 6,579 | 6,937 | 3,324 | 5,303 |
| 1900 | 11,511 | 17,002 | 4,197 | 5,63 | 4,370 | 4,291 | 42,164 | 5,599 | 6,270 | 3,351 | 5,436 | 12,002 | 4,255 | 13,193 | 6,853 | 6,167 | 2,209 | 6,907 | 4,461 | 2,178 | 5,720 |

* Includes special and miscellaneous expenditure, direct charges,

*N.B.*—Excludes Cherra-Companyganj railway which

# DIX 23.

*on each railway (by systems.)*

30 of Report.)

to the code letters used to express railway systems.



| 3' 3⅜" | | | | | | | | | | | 2' 6" | | | | | 2' 0" | | | | GAUGE. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 32 | 33 | 34 | 35 | CLASS: No. |
| A. B. | D. | B. & N. W. | R. & K. | J. B. | U. C. | B. G. J. P. | S. M. | W. I. P. | S. I. | B. | M. R. W. | B. L. | B. P. | R. K. L. | T. B. | D. H. | H. A. | H. S. | J. | Calendar year. |
| **ENGINEERING DEPARTMENT.** | | | | | | | | | | | | | | | | | | | | |
| 882 | 983 | 905 | 659 | 354 | 497 | 692 | 754 | 1,118 | 1,005 | 1,459 | 424 | ... | ... | ... | ... | 1,588 | ... | ... | 635 | 1896 |
| 850 | 874 | 891 | 625 | 250 | 588 | 682 | 766 | 1,056 | 1,056 | 1,403 | 445 | 509 | ... | ... | ... | 1,549 | ... | ... | 814 | 1897 |
| 2,070 | 996 | 899 | 673 | 493 | 471 | 657 | 763 | 1,054 | 831 | 1,371 | 414 | 553 | 267 | ... | 917 | 1,509 | 1,158 | 624 | 89 | 1898 |
| 1,030 | 1,034 | 967 | 812 | 554 | 373 | 598 | 764 | 1,142 | 744 | 1,314 | 519 | 541 | 278 | 521 | 879 | 2,017 | 1,388 | 561 | 1,01 | 1899 |
| 1,016 | 867 | 972 | 707 | 406 | 392 | 560 | 841 | 1,315 | 837 | 1,264 | 445 | 602 | 289 | 543 | 850 | 1,373 | 978 | 608 | 2,85 | 1900 |
| **LOCOMOTIVE DEPARTMENT.** | | | | | | | | | | | | | | | | | | | | |
| 90 | 969 | 702 | 592 | 500 | 381 | 877 | 1,149 | 1,608 | 1,678 | 1,649 | 784 | ... | ... | ... | ... | 2,588 | ... | ... | 672 | 1896 |
| 693 | 1,296 | 646 | 536 | 494 | 348 | 846 | 1,22 | 1,48 | 1,561 | 1,729 | 826 | 834 | ... | ... | ... | 2,529 | ... | ... | 708 | 1897 |
| 693 | 1,995 | 655 | 543 | 497 | 431 | 773 | 988 | 1,624 | 1,580 | 1,79 | 790 | 1,077 | 38 | ... | 663 | 2,671 | 963 | 444 | 622 | 1898 |
| 632 | 1,748 | 781 | 627 | 672 | 51 | 779 | 1,058 | 2,021 | 1,918 | 1,92 | 929 | 831 | 435 | 460 | 687 | 2,717 | 1,075 | 490 | 719 | 1899 |
| 585 | 2,372 | 794 | 502 | 773 | 734 | 836 | 1,183 | 1,838 | 1,481 | 2,09 | 1,272 | 556 | 482 | 494 | 750 | 2,941 | 1,29 | 405 | 642 | 1900 |
| **CARRIAGE AND WAGON DEPARTMENT.** | | | | | | | | | | | | | | | | | | | | |
| 188 | 285 | 233 | 212 | 74 | 99 | 147 | 260 | 314 | 516 | 477 | 106 | ... | ... | ... | ... | 1,111 | ... | ... | 52 | 1896 |
| 80 | 145 | 194 | 157 | 71 | 99 | 157 | 248 | 333 | 472 | 443 | 127 | 130 | ... | ... | ... | 922 | ... | ... | 14 | 1897 |
| 153 | 548 | 164 | 17 | 63 | 53 | 147 | 275 | 316 | 474 | 458 | 163 | 200 | 79 | ... | 239 | 869 | 371 | 172 | 18 | 1898 |
| 125 | 1,065 | 182 | 221 | 78 | 169 | 146 | 309 | 375 | 444 | 440 | 182 | 242 | 116 | 139 | 381 | 1,001 | 370 | 144 | 83 | 1899 |
| 141 | 774 | 227 | 23 | 96 | 62 | 160 | 331 | 418 | 466 | 498 | 180 | 139 | 96 | 247 | 350 | 1,275 | 314 | 101 | 22 | 1900 |
| **TRAFFIC DEPARTMENT.** | | | | | | | | | | | | | | | | | | | | |
| 653 | 1,013 | 583 | 415 | 181 | 16 | 543 | 582 | 1,118 | 727 | 94 | 456 | ... | ... | ... | ... | 1,118 | ... | ... | 672 | 1896 |
| 556 | 1,092 | 568 | 437 | 20 | 166 | 527 | 582 | 998 | 770 | 997 | 466 | 787 | ... | ... | ... | 1,176 | ... | ... | 814 | 1897 |
| 563 | 1,179 | 553 | 452 | 182 | 207 | 483 | 534 | 966 | 743 | 1,032 | 441 | 1,065 | 566 | ... | 760 | 1,003 | 1,287 | 851 | 712 | 1898 |
| 502 | 1,133 | 532 | 474 | 195 | 283 | 474 | 546 | 1,128 | 714 | 96 | 447 | 768 | 514 | 1,064 | 783 | 1,325 | 1,567 | 942 | 725 | 1899 |
| 533 | 1,164 | 591 | 477 | 214 | 319 | 494 | 577 | 1,127 | 707 | 942 | 498 | 695 | 514 | 988 | 800 | 1,353 | 1,642 | 1,013 | 718 | 1900 |
| **GENERAL CHARGES.** | | | | | | | | | | | | | | | | | | | | |
| 801 | 535 | 518 | 563 | 113 | 129 | 540 | 524 | 2,039 | 594 | 583 | 392 | ... | ... | ... | ... | 1,471 | ... | ... | 32 | * 1896 |
| 826 | 515 | 473 | 514 | 113 | 124 | 489 | 554 | 1,937 | 580 | 683 | 392 | 1,575 | ... | ... | ... | 1,451 | ... | ... | 38 | 1897 |
| 781 | 526 | 455 | 525 | 112 | 207 | 470 | 570 | 1,784 | 574 | 733 | 399 | 1,814 | 405 | ... | 63 | 1,463 | 801 | 549 | 41 | 1898 |
| 802 | 491 | 430 | 53 | 127 | 212 | 460 | 521 | 1,872 | 572 | 727 | 473 | 1,778 | 387 | 330 | 660 | 1,608 | 454 | 251 | 466 | 1899 |
| 712 | 491 | 446 | 52 | 127 | 262 | 447 | 501 | 1,879 | 601 | 632 | 350 | 1,714 | 385 | 346 | 650 | 1,431 | 41 | 253 | 416 | 1900 |
| **TOTAL WORKING EXPENSES.*** | | | | | | | | | | | | | | | | | | | | |
| 3,473 | 3,866 | 3,086 | 2,858 | 1,003 | 1,342 | 2,908 | 3,337 | 6,431 | 4,602 | 6,240 | 2,173 | ... | ... | ... | ... | 8,318 | ... | ... | 2,838 | 1896 |
| 3,049 | 4,002 | 2,945 | 2,660 | 1,179 | 1,32 | 2,810 | 3,448 | 5,94 | 4,569 | 5,357 | 2,28 | 3,983 | ... | ... | ... | 8,059 | ... | ... | 2,902 | 1897 |
| 4,305 | 5,323 | 2,890 | 2,790 | 1,549 | 1,380 | 2,63 | 3,233 | 5,824 | 4,321 | 5,497 | 2,219 | 4,899 | 1,705 | ... | 3,279 | 8,109 | 4,580 | 2,649 | 2,867 | 1898 |
| 5,135 | 5,550 | 3,201 | 3,100 | 1,810 | 1,675 | 2,558 | 3,297 | 6,753 | 4,208 | 5,486 | 2,654 | 4,240 | 1,734 | 2,514 | 3,450 | 9,085 | 4,821 | 2,388 | 3,947 | 1899 |
| 3,060 | 5,746 | 3,234 | 2,900 | 1,715 | 1,965 | 2,609 | 3,530 | 6,715 | 4,189 | 5,566 | 2,798 | 3,798 | 1,799 | 2,469 | 3,500 | 8,804 | 4,647 | 2,481 | 3,855 | 1900 |

rent of leased lines and contribution to Provident Fund.

has been closed from 25th March 1900 and subsequently abandoned.

# Appendix 24.
## Train-mile expenses.



*Working expenses per train-mile*

(Referred to in paragraph

*N.B.*—A reference to Appendix 2 will furnish the key

| GAUGE. | 5′ 6″ | | | | | | | | | | | | | | | | 3′ 3⅜″ | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CLASS. No. | 1 | 2 | | 3 | 4 | 5 | 7 | 8 | | | 9 G. I. P. SYSTEM. | | 10 B. B. & C. I. SYSTEM. | | 11 NIZAM'S GTD. STATE. | | 12 MADRAS SYSTEM. | | 13 | 14 |
| Calendar year. | E. I. | EASTERN BENGAL SYSTEM. 5′ 6″ gauge (*a*) | EASTERN BENGAL SYSTEM. Other gauges (*b*) to (*e*). | B. C. | B. N. | E. C. | O and R | NORTH WESTERN SYSTEM. Coml sec. | NORTH WESTERN SYSTEM. Mily. sec. | NORTH WESTERN SYSTEM. Total | G. I. P. (*a*) to (*e*) | I. M. (*f*) to (*i*). | B. B. & C. I. (*a*) to (*d*) & (*i*) & (*j*). | R. M. (*e*) to (*h*). | N. G. S. (*a*) & (*b*). | H. G. V. (*c*). | M. (*a*) & (*b*). | Nilgiri (*c*). | B. D. | D. S. |
| **ENGINEERING DEPARTMENT.** | | | | | | | | | | | | | | | | | | | | |
| 1896 . | 0·39 | 0·40 | 0·32 | 0·46 | 0·57 | 0·54 | 0·53 | 0·67 | 0·93 | 0·71 | 0·53 | 0·41 | 0·88 | 0·34 | 0·65 | ... | 0·51 | ... | 0·45 | 0·51 |
| 1897 . | 0·34 | 0·37 | 0·38 | 0·39 | 0·45 | 0·42 | 0·56 | 0·59 | 1·07 | 0·66 | 0·51 | 0·38 | 1·06 | 0·40 | 0·61 | ... | 0·49 | ... | 0·43 | 1·28 |
| 1898 . | 0·32 | 0·42 | 0·43 | 0·44 | 0·49 | 0·55 | 0·44 | 0·49 | 1·04 | 0·56 | 0·42 | 0·49 | 0·72 | 0·35 | 0·49 | ... | 0·49 | ... | 0·78 | 1·10 |
| 1899 . | 0·37 | 0·68 | 0·37 | 0·44 | 0·54 | 0·47 | 0·41 | 0·42 | 1·32 | 0·53 | 0·43 | 0·42 | 0·73 | 0·43 | 0·49 | ... | 0·45 | 0·90 | 0·69 | 0·56 |
| 1900 . | 0·39 | 0·64 | 0·36 | 0·45 | 0·37 | 0·47 | 0·47 | 0·41 | 0·92 | 0·48 | 0·31 | 0·36 | 0·77 | 0·44 | 0·62 | 0·45 | 0·49 | ... | 0·42 | 0·71 |
| **LOCOMOTIVE DEPARTMENT.** | | | | | | | | | | | | | | | | | | | | |
| 1896 . | 0·43 | 0·45 | 0·36 | 0·38 | 0·64 | 0·74 | 0·45 | 0·73 | 0·78 | 0·74 | 0·81 | 0·72 | 1·05 | 0·67 | 0·58 | ... | 0·84 | ... | 0·46 | 0·39 |
| 1897 . | 0·37 | 0·57 | 0·35 | 0·35 | 0·50 | 0·69 | 0·60 | 0·72 | 0·82 | 0·74 | 0·77 | 0·73 | 0·96 | 0·63 | 0·52 | ... | 0·82 | ... | 0·42 | 0·42 |
| 1898 . | 0·42 | 0·41 | 0·34 | 0·32 | 0·53 | 0·72 | 0·49 | 0·73 | 0·83 | 0·74 | 0·79 | 0·72 | 1·03 | 0·60 | 0·53 | ... | 0·80 | ... | 0·55 | 0·40 |
| 1899 . | 0·43 | 0·45 | 0·32 | 0·37 | 0·52 | 0·60 | 0·41 | 0·78 | 0·87 | 0·79 | 0·83 | 0·74 | 1·01 | 0·63 | 0·57 | 0·62 | 0·89 | 1·16 | 0·65 | 0·42 |
| 1900 . | 0·45 | 0·51 | 0·33 | 0·35 | 0·50 | 0·61 | 0·57 | 0·84 | 0·90 | 0·85 | 0·84 | 0·72 | 0·95 | 0·68 | 0·49 | 0·48 | 0·82 | 1·42 | 0·64 | 0·45 |
| **CARRIAGE AND WAGON DEPARTMENT.** | | | | | | | | | | | | | | | | | | | | |
| 1896 . | 0·14 | 0·18 | 0·12 | 0·13 | 0·17 | 0·08 | 0·27 | 0·20 | 0·15 | 0·19 | 0·18 | 0·16 | 0·24 | 0·17 | 0·14 | ... | 0·25 | ... | 0·14 | 0·23 |
| 1897 . | 0·13 | 0·13 | 0·10 | 0·05 | 0·15 | 0·10 | 0·30 | 0·14 | 0·11 | 0·10 | 0·25 | 0·17 | 0·37 | 0·16 | 0·13 | ... | 0·23 | ... | 0·06 | 0·23 |
| 1898 . | 0·13 | 0·17 | 0·10 | 0·13 | 0·13 | 0·14 | 0·18 | 0·16 | 0·12 | 0·16 | 0·39 | 0·17 | 0·38 | 0·16 | 0·13 | ... | 0·19 | ... | 0·11 | 0·20 |
| 1899 . | 0·13 | 0·23 | 0·10 | 0·11 | 0·12 | 0·12 | 0·27 | 0·17 | 0·13 | 0·17 | 0·25 | 0·19 | 0·47 | 0·15 | 0·12 | 0·03 | 0·17 | 0·08 | 0·17 | 0·19 |
| 1900 . | 0·13 | 0·22 | 0·12 | 0·07 | 0·11 | 0·10 | 0·20 | 0·17 | 0·13 | 0·16 | 0·19 | 0·14 | 0·43 | 0·20 | 0·09 | 0·03 | 0·17 | 0·09 | 0·12 | 0·22 |
| **TRAFFIC DEPARTMENT.** | | | | | | | | | | | | | | | | | | | | |
| 1896 . | 0·28 | 0·48 | 0·29 | 0·36 | 0·34 | 0·33 | 0·31 | 0·31 | 0·34 | 0·32 | 0·32 | 0·31 | 0·39 | 0·28 | 0·34 | ... | 0·35 | ... | 0·63 | 0·21 |
| 1897 . | 0·28 | 0·47 | 0·30 | 0·31 | 0·31 | 0·33 | 0·33 | 0·30 | 0·37 | 0·31 | 0·32 | 0·30 | 0·39 | 0·30 | 0·29 | ... | 0·31 | ... | 0·49 | 0·25 |
| 1898 . | 0·28 | 0·53 | 0·36 | 0·34 | 0·30 | 0·39 | 0·29 | 0·28 | 0·35 | 0·29 | 0·32 | 0·28 | 0·40 | 0·28 | 0·28 | ... | 0·33 | ... | 0·64 | 0·22 |
| 1899 . | 0·28 | 0·54 | 0·30 | 0·32 | 0·31 | 0·35 | 0·29 | 0·30 | 0·35 | 0·30 | 0·32 | 0·26 | 0·36 | 0·25 | 0·29 | 0·34 | 0·32 | 0·17 | 0·78 | 0·23 |
| 1900 . | 0·28 | 0·55 | 0·29 | 0·35 | 0·27 | 0·30 | 0·30 | 0·32 | 0·35 | 0·32 | 0·34 | 0·24 | 0·34 | 0·24 | 0·24 | 0·24 | 0·31 | 0·25 | 0·60 | 0·26 |
| **GENERAL CHARGES.** | | | | | | | | | | | | | | | | | | | | |
| 1896 . | 0·16 | 0·17 | 0·15 | 0·34 | 0·37 | 0·23 | 0·17 | 0·14 | 0·19 | 0·14 | 0·15 | 0·32 | 0·22 | 0·21 | 0·39 | ... | 0·23 | ... | 0·69 | 0·42 |
| 1897 . | 0·15 | 0·18 | 0·15 | 0·29 | 0·31 | 0·28 | 0·17 | 0·13 | 0·20 | 0·14 | 0·15 | 0·29 | 0·23 | 0·22 | 0·32 | ... | 0·22 | ... | 0·51 | 0·38 |
| 1898 . | 0·14 | 0·19 | 0·15 | 0·35 | 0·30 | 0·34 | 0·15 | 0·13 | 0·20 | 0·14 | 0·14 | 0·26 | 0·22 | 0·20 | 0·28 | ... | 0·22 | ... | 0·62 | 0·35 |
| 1899 . | 0·14 | 0·19 | 0·14 | 0·35 | 0·31 | 0·26 | 0·15 | 0·13 | 0·20 | 0·14 | 0·14 | 0·24 | 0·19 | 0·18 | 0·28 | 0·20 | 0·22 | 0·06 | 0·63 | 0·33 |
| 1900 . | 0·14 | 0·19 | 0·14 | 0·34 | 0·24 | 0·22 | 0·15 | 0·15 | 0·21 | 0·16 | 0·15 | 0·21 | 0·16 | 0·14 | 0·21 | 0·19 | 0·22 | 0·10 | 0·42 | 0·34 |
| **TOTAL WORKING EXPENSES.*** | | | | | | | | | | | | | | | | | | | | |
| 1896 . | 1·50 | 1·90 | 1·29 | 1·80 | 2·19 | 1·96 | 1·78 | 2·10 | 2·43 | 2·14 | 2·11 | 2·11 | 2·88 | 1·71 | 2·22 | ... | 2·22 | ... | 2·48 | 1·77 |
| 1897 . | 1·36 | 1·98 | 1·33 | 1·60 | 1·79 | 1·85 | 2·06 | 1·92 | 2·60 | 2·03 | 2·09 | 2·05 | 3·08 | 1·75 | 2·02 | ... | 2·12 | ... | 1·95 | 2·57 |
| 1898 . | 1·42 | 1·84 | 1·38 | 1·74 | 1·80 | 2·17 | 1·65 | 1·83 | 2·57 | 1·91 | 2·20 | 1·97 | 2·88 | 1·61 | 1·90 | ... | 2·06 | ... | 1·88 | 2·28 |
| 1899 . | 1·46 | 2·20 | 1·28 | 1·70 | 1·87 | 1·85 | 1·61 | 1·85 | 2·92 | 1·98 | 2·11 | 1·98 | 2·86 | 1·68 | 2·01 | 1·19 | 2·09 | 2·51 | 2·99 | 1·71 |
| 1900 . | 1·50 | 2·22 | 1·31 | 1·84 | 1·58 | 1·77 | 1·75 | 1·95 | 2·55 | 2·04 | 1·95 | 1·86 | 2·85 | 1·74 | 1·74 | 1·41 | 2·10 | 1·96 | 2·25 | 1·99 |

* Includes special and miscellaneous expenditure direct

*N.B.*—Excludes Cherra-Companyganj

# DIX 24.

*on each railway (by systems).*



30 of Report.)

to the code letters used to express railway systems.

| 3′ 3⅜″. | | | | | | | | | | | 2′ 6″. | | | | | 2′ 0″. | | | | GAUGE. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 32 | 33 | 34 | 35 | CLASS : No. |
| A. B. | Deoghur. | B. & N. W. | R. & K. | J. B. | U. C. | B. G. J. P. | S. M. | W. I. P. | S. I. | Burma. | M. R. W. | B. L. | B. P. | R. K. L. | T. B. | D. H. | H. A. | H. S. | Jorhat. | Calendar year. |
| **ENGINEERING DEPARTMENT.** | | | | | | | | | | | | | | | | | | | | |
| 0·56 | 0·39 | 0·38 | 0·40 | 0·36 | 0·64 | 0·44 | 0·32 | 0·79 | 0·32 | 0·51 | 0·24 | ... | ... | ... | ... | 0·45 | ... | ... | 0·57 | 1896. |
| 0·64 | 0·31 | 0·35 | 0·37 | 0·24 | 0·78 | 0·46 | 0·29 | 1·05 | 0·32 | 0·44 | 0·24 | 0·11 | ... | ... | ... | 0·48 | ... | ... | 0·74 | 1897. |
| 1·30 | 0·31 | 0·34 | 0·37 | 0·47 | 0·62 | 0·50 | 0·44 | 0·98 | 0·27 | 0·43 | 0·23 | 0·09 | 0·11 | ... | 0·58 | 0·48 | 0·55 | 0·36 | 0·86 | 1898. |
| 0·70 | 0·34 | 0·36 | 0·39 | 0·43 | 0·46 | 0·44 | 0·41 | 0·50 | 0·24 | 0·42 | 0·27 | 0·67 | 0·12 | 0·38 | 0·55 | 0·63 | 0·56 | 0·34 | 1·00 | 1899. |
| 0·74 | 0·27 | 0·36 | 0·34 | 0·31 | 0·40 | 0·37 | 0·38 | 0·80 | 0·29 | 0·40 | 0·19 | 1·06 | 0·12 | 0·37 | 0·52 | 0·37 | 0·37 | 0·35 | 1·81 | 1900. |
| **LOCOMOTIVE DEPARTMENT.** | | | | | | | | | | | | | | | | | | | | |
| 0·57 | 0·38 | 0·29 | 0·36 | 0·51 | 0·49 | 0·56 | 0·48 | 1·14 | 0·53 | 0·58 | 0·45 | ... | ... | ... | ... | 0·74 | ... | ... | 0 60 | 1896. |
| 0·52 | 0·46 | 0·26 | 0·32 | 0·47 | 0·45 | 0·59 | 0·46 | 1·49 | 0·49 | 0·55 | 0·45 | 0·18 | ... | ... | ... | 0·79 | ... | ... | 0·65 | 1897. |
| 0·44 | 0·62 | 0·26 | 0·30 | 0·47 | 0·57 | 0·58 | 0·57 | 1·51 | 0·51 | 0·57 | 0·44 | 0·18 | 0·16 | ... | 0·42 | 0·86 | 0·45 | 0·25 | 0·57 | 1898. |
| 0·43 | 0·57 | 0·29 | 0·30 | 0·55 | 0·64 | 0·58 | 0·57 | 0·89 | 0·52 | 0·62 | 0·48 | 1·00 | 0·20 | 0·33 | 0·42 | 0·84 | 0·44 | 0·31 | 0·63 | 1899. |
| 0·43 | 0·74 | 0·29 | 0·29 | 0·56 | 0·75 | 0·55 | 0·54 | 1·12 | 0·51 | 0·67 | 0·53 | 1·29 | 0·19 | 0·33 | 0·45 | 0·79 | 0·49 | 0·24 | 0·63 | 1900. |
| **CARRIAGE AND WAGON DEPARTMENT.** | | | | | | | | | | | | | | | | | | | | |
| 0·12 | 0·11 | 0·10 | 0·13 | 0·08 | 0·13 | 0·10 | 0·11 | 0·23 | 0·16 | 0·17 | 0·06 | ... | ... | ... | ... | 0·31 | ... | ... | 0·47 | 1896. |
| 0·06 | 0·05 | 0·08 | 0·09 | 0·07 | 0·12 | 0·11 | 0·09 | 0·33 | 0·14 | 0·14 | 0·07 | 0·03 | ... | ... | ... | 0·29 | ... | ... | 0·13 | 1897. |
| 0·09 | 0·17 | 0·06 | 0·09 | 0·06 | 0·07 | 0·14 | 0·16 | 0·29 | 0·15 | 0·14 | 0·09 | 0·03 | 0·03 | ... | 0·16 | 0·28 | 0·18 | 0·11 | 0·18 | 1898. |
| 0·08 | 0·35 | 0·07 | 0·11 | 0·06 | 0·21 | 0·11 | 0·17 | 0·17 | 0·14 | 0·14 | 0·09 | 0·28 | 0·06 | 0·10 | 0·21 | 0·31 | 0·14 | 0·08 | 0·73 | 1899. |
| 0·10 | 0·24 | 0·08 | 0·11 | 0·07 | 0·06 | 0·11 | 0·15 | 0·25 | 0·16 | 0·16 | 0·08 | 0·35 | 0·04 | 0·17 | 0·21 | 0·35 | 0·12 | 0·06 | 0·22 | 1900. |
| **TRAFFIC DEPARTMENT.** | | | | | | | | | | | | | | | | | | | | |
| 0·42 | 0·40 | 0·25 | 0·25 | 0·19 | 0·21 | 0·35 | 0·24 | 0·73 | 0·23 | 0·33 | 0·26 | ... | ... | ... | ... | 0·32 | ... | ... | 0·60 | 1896. |
| 0·42 | 0·39 | 0·23 | 0·26 | 0·19 | 0·22 | 0·36 | 0·22 | 1·00 | 0·23 | 0·31 | 0·25 | 0·17 | ... | ... | ... | 0·37 | ... | ... | 0·74 | 1897. |
| 0·35 | 0·36 | 0·22 | 0·25 | 0·18 | 0·27 | 0·37 | 0·31 | 0·90 | 0·24 | 0·33 | 0·25 | 0·18 | 0·24 | ... | 0·48 | 0·37 | 0·61 | 0·50 | 0·68 | 1898. |
| 0·34 | 0·37 | 0·20 | 0·23 | 0·15 | 0 35 | 0·35 | 0·29 | 0·49 | 0·23 | 0·31 | 0 23 | 0·94 | 0·22 | 0·76 | 0·48 | 0·41 | 0·63 | 0·56 | 0·63 | 1899. |
| 0·39 | 0·36 | 0·22 | 0·23 | 0·16 | 0·33 | 0·33 | 0·26 | 0·69 | 0·24 | 0·30 | 0·21 | 1·35 | 0·21 | 0·67 | 0·48 | 0·30 | 0·63 | 0·59 | 0·70 | 1900. |
| **GENERAL CHARGES.** | | | | | | | | | | | | | | | | | | | | |
| 0·51 | 0·21 | 0·22 | 0·34 | 0·11 | 0·17 | 0·34 | 0·22 | 1·43 | 0·19 | 0·21 | 0·22 | ... | ... | ... | ... | 0·42 | ... | ... | 0·30 | 1896. |
| 0·62 | 0·19 | 0·19 | 0·30 | 0·10 | 0·16 | 0·33 | 0·21 | 1·93 | 0·18 | 0·22 | 0·21 | 0·34 | ... | ... | ... | 0·45 | ... | ... | 0·35 | 1897. |
| 0·49 | 0·46 | 0·18 | 0·29 | 0·10 | 0·28 | 0·36 | 0·33 | 1·66 | 0·18 | 0·23 | 0·22 | 0·31 | 0·18 | ... | 0·42 | 0·47 | 0·37 | 0·31 | 0·39 | 1898. |
| 0·54 | 0·16 | 0·16 | 0·26 | 0·10 | 0·26 | 0·34 | 0·28 | 0·82 | 0·19 | 0·23 | 0·25 | 2·11 | 0·17 | 0·24 | 0·39 | 0·50 | 0·18 | 0·14 | 0·40 | 1899. |
| 0·52 | 0·17 | 0·17 | 0·26 | 0·09 | 0·27 | 0·30 | 0·23 | 1·14 | 0·20 | 0·20 | 0·15 | 3·18 | 0·15 | 0·23 | 0·39 | 0·31 | 0·16 | 0·15 | 0·41 | 1900. |
| **TOTAL WORKING EXPENSES.*** | | | | | | | | | | | | | | | | | | | | |
| 2·21 | 1·52 | 1·31 | 1·73 | 1·31 | 1·72 | 1·86 | 1·40 | 4·52 | 1·45 | 1·84 | 1·23 | ... | ... | ... | ... | 2·32 | ... | ... | 2·53 | 1896. |
| 2·30 | 1·43 | 1·18 | 1·58 | 1·13 | 1·76 | 1·91 | 1·30 | 5·95 | 1·38 | 1·70 | 1·25 | 0·85 | ... | ... | ... | 2·47 | ... | ... | 2 65 | 1897. |
| 2·70 | 1·64 | 1·12 | 1·53 | 1·27 | 1·82 | 1·99 | 1·86 | 5·41 | 1·38 | 1·74 | 1·25 | 0·83 | 0·72 | ... | 2·13 | 2·56 | 2·18 | 1·53 | 2.71 | 1898. |
| 2·12 | 1·82 | 1·19 | 1·50 | 1·41 | 2·07 | 1·90 | 1·78 | 2·96 | 1·36 | 1·76 | 1·37 | 5·11 | 0·75 | 1·81 | 2·09 | 2·78 | 1·94 | 1·44 | 3·40 | 1899. |
| 2·23 | 1·79 | 1·20 | 1·40 | 1·29 | 2·01 | 1·73 | 1·61 | 4·08 | 1·43 | 1·77 | 1·17 | 7·41 | 0·72 | 1·67 | 2·12 | 2·38 | 1·77 | 1·44 | 3·78 | 1900. |

charges, rent of leased lines and contribution to Provident Fund.
railway which has been closed for traffic from 25th March 1900 and subsequently abandoned.

Appendix 25.
Fuel consumption.

# APPENDIX 25.

## *Coal and wood fuel consumed by each railway (by systems) and price paid per ton during the Calendar years 1896 to 1900.*

(Referred to in paragraph 33 of Report.)

*N.B.*—A reference to Appendix 2 will furnish the key to the code letters used to express railway systems.

| Class: No. | Railway. | Calendar year. | Sources of Supply. * Name. | Average distance carried in miles. † | Description of fuel with quantity consumed and cost per ton stated in term of Giridih best steam coal. Foreign coal. Quantity in tons. | Foreign coal. Cost per ton including freight. | Foreign coal. Cost per ton excluding freight. | Indian coal. Quantity in tons. | Indian coal. Cost per ton including freight. | Indian coal. Cost per ton excluding freight. | Wood. Quantity in tons. | Wood. Cost per ton. | Consumption in lb stated in term of Giridih coal. Per train mile. | Per Engine mile. | Per 1,000 gross ton miles. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Rs. | Rs. | | Rs. | | | Rs. | | | |
| 1 | E. I. | 1896 | Bengal and Umaria | 257 | ... | ... | ... | 326,629 | ... | 1·90 | ... | ... | 60·93 | 50·88 | 165·59 |
| | | 1897 | | 253 | ... | ... | ... | 359,609 | ... | 1·88 | ... | ... | 60·99 | 50·49 | 164·53 |
| | | 1898 | | 240 | ... | ... | ... | 379,746 | ... | 2·08 | ... | ... | 60·92 | 50·03 | 164·68 |
| | | 1899 | | 243 | ... | ... | ... | 412,376 | ... | 2·09 | ... | ... | 62·37 | 50·82 | 167·41 |
| | | 1900 | | 255 | ... | ... | ... | 461,034 | ... | 1·97 | ... | ... | 63·80 | 51·61 | 173·42 |
| 2 | E. B. S. | 1896 | Bengal | ‡ | ... | ... | ... | 70,913 | 9·57 | 7·78 | ... | ... | 40·01 | 31·98 | 165·27 § |
| | | 1897 | | | ... | ... | ... | 65,726 | 8·44 | 6·76 | ... | ... | 39·71 | 31·25 | 156·69 |
| | | 1898 | | | ... | ... | ... | 61,244 | 8·62 | 6·77 | ... | ... | 36·73 | 27·56 | 145·87 |
| | | 1899 | | | ... | ... | ... | 66,294 | 9·05 | 7·17 | ... | ... | 36·70 | 27·42 | 148·10 |
| | | 1900 | | | ... | ... | ... | 86,573 | 9·65 | 7·39 | ... | ... | 45·03 | 33·98 | 180·19 |
| 3 | B. C. | 1896 | Bengal | ... | Included with Eastern Bengal State railway. | | | | | | | | 49·43 | 42·68 | 192·02 |
| | | 1897 | | 182 | ... | ... | ... | 8,967 | 6·50 | 2·96 | ... | ... | 46·65 | 40·15 | 212·09 |
| | | 1898 | | 184 | ... | ... | ... | 7,858 | 6·97 | 3·44 | ... | ... | 40·47 | 36·64 | 173·55 |
| | | 1899 | | 180 | ... | ... | ... | 7,414 | 7·60 | 4·06 | ... | ... | 44·82 | 34·07 | 151·98 |
| | | 1900 | | 188 | ... | ... | ... | 7,668 | 7·65 | 3·75 | ... | ... | | | |
| 4 | B. N. | 1896 | Bengal and Umaria | 249 | ... | ... | ... | 32,777 | 7·54 | 4·05 | ... | ... | 46·70 | 48·05 | 124·73 |
| | | 1897 | | 247 | ... | ... | ... | 37,895 | 6·72 | 3·39 | ... | ... | 47·15 | 42·32 | 133·79 |
| | | 1898 | | 256 | ... | ... | ... | 41,495 | 7·04 | 3·41 | ... | ... | 47·64 | 43·19 | 141·00 |
| | | 1899 | | 249 | ... | ... | ... | 54,389 | 7·14 | 4·85 | ... | ... | 52·32 | 47·21 | 135·46 |
| | | 1900 | | 249 | ... | ... | ... | 88,895 | 6·68 | 4·00 | ... | ... | 59·99 | 54·12 | 160·21 |
| 5 | E. C. | 1896 | Bengal and Singareni | 188 | ... | ... | ... | 22,177 | 8·82 | ... | ... | ... | 55·62 | 49·84 | 177·65 |
| | | 1897 | | 195 | ... | ... | ... | 22,014 | 9·22 | ... | ... | ... | 48·44 | 42·27 | 156·34 |
| | | 1898 | | 284 | ... | ... | ... | 18,695 | 8·72 | ... | ... | ... | 44·84 | 38·91 | 145·00 |
| | | 1899 | | 220 | ... | ... | ... | 31,838 | 8·56 | ... | ... | ... | 46·36 | 43·54 | 149·74 |
| | | 1900 | | 249 | ... | ... | ... | 45,565 | 8·70 | ... | ... | ... | 52·29 | 47·75 | 154·19 |
| 6 | P. T. | 1896 | Bengal | ‡ | ... | ... | ... | 2,084 | 7·70 | ... | ... | ... | ... | ... | ... |
| | | 1897 | | | ... | ... | ... | 1,540 | 6·65 | ... | ... | ... | ... | ... | ... |
| | | 1898 | | | ... | ... | ... | 1,474 | 6·22 | ... | ... | ... | ... | ... | ... |
| | | 1899 | | | ... | ... | ... | 1,644 | 6·60 | ... | ... | ... | ... | ... | ... |
| | | 1900 | | | ... | ... | ... | 1,588 | 6·69 | ... | ... | ... | ... | ... | ... |
| 7 | O. & R. | 1896 | Bengal | 532 | ... | ... | ... | 43,183 | 9·71 | 3·97 | ... | ... | 39·66 | 33·24 | 128·43 |
| | | 1897 | | 530 | ... | ... | ... | 40,913 | 10·61 | 4·37 | ... | ... | 39·90 | 33·27 | 129·26 |
| | | 1898 | | 503 | ... | ... | ... | 48,336 | 10·18 | 3·87 | ... | ... | 40·70 | 34·55 | 132·05 |
| | | 1899 | | 525 | ... | ... | ... | 55,291 | 9·89 | 3·43 | ... | ... | 40·40 | 34·58 | 132·04 |
| | | 1900 | | 542 | ... | ... | ... | 73,117 | 9·95 | 3·36 | ... | ... | 47·67 | 40·19 | 169·99 |
| 8 | N. W. | 1896 | England, Bengal, Dandot and Khost | 616 | 20,704 | 18·85 | ... | 91,378 | 17·90 | 8·88 | 44,996 | 10·91 | 41·89 | 37·11 | 132·97 |
| | | 1897 | | 521 | 7,406 | 18·34 | ... | 103,780 | 16·46 | 6·70 | 61,835 | 10·88 | 42·98 | 37·97 | 137·50 |
| | | 1898 | | 583 | 27,066 | 18·05 | ... | 111,679 | 14·85 | 4·69 | 77,771 | 10·92 | 46·19 | 40·89 | 132·93 |
| | | 1899 | | 543 | 32,573 | 18·28 | ... | 111,350 | 17·11 | 6·50 | 65,913 | 11·30 | 46·69 | 41·39 | 136·36 |
| | | 1900 | | 644 | 25,825 | 18·25 | ... | 123,235 | 17·23 | 5·40 | 56,285 | 11·71 | 49·60 | 43·34 | 157·51 |
| 9 (a) to (e) | G. I. P. | 1896 | England, Bengal, Japan, Singareni, Umaria, Warora and Mohpani | 220 | 62,553 | 14·17 | 4·87 | 116,318 | 11·70 | 7·21 | 855 | 13·37 | 45·62 | 39·25 | 159·06 |
| | | 1897 | | 293 | 14,338 | ... | ... | 158,238 | 10·99 | 6·36 | 829 | 12·82 | 42·70 | 37·66 | 158·59 |
| | | 1898 | | 341 | 1,545 | 15·90 | 7·99 | 186,089 | 11·74 | 6·28 | 750 | 13·13 | 44·66 | 39·48 | 146 19 |
| | | 1899 | | 346 | 246 | 15·62 | 7·77 | 198,049 | 11·50 | 6·32 | 800 | 13·79 | 47·17 | 41·42 | 152·27 |
| | | 1900 | | 384 | ... | ... | ... | 201,570 | 11·80 | 6·43 | 857 | 12·92 | 47·87 | 41·96 | 150·83 |
| 9 (f) to (i) | I. M. | 1896 | Bengal, Umaria and Mohpani | 370 | ... | ... | ... | 36,494 | 12·65 | 5·48 | 309 | 7·00 | 51·50 | 45·60 | 163·08 |
| | | 1897 | | 404 | ... | ... | ... | 37,991 | 12·52 | 5·35 | 433 | 6·72 | 48·99 | 43·05 | 151·37 |
| | | 1898 | | 407 | ... | ... | ... | 39,282 | 12·40 | 5·15 | 381 | 6·50 | 46·77 | 41·11 | 142·67 |
| | | 1899 | | 377 | ... | ... | ... | 36,945 | 10·13 | 5·31 | 503 | 5·82 | 56·43 | 48·91 | 170·82 |
| | | 1900 | | 340 | ... | ... | ... | 75,374 | 8·84 | 5·59 | 580 | 6·48 | 60·42 | 51·54 | 166·77 ‖ |
| 10 (a) to (d) & (j) to (k) | B., B. & C. I. | 1896 | England, Bengal and Singareni | 156 | 32,307 | 15·56 | .. | 35,064 | 16·05 | ... | 541 | 12·53 | 58·40 | 50·57 | 171·84 |
| | | 1897 | | 149 | 26,129 | 18·45 | ... | 38,189 | 14·25 | ... | 513 | 14·25 | 55·49 | 47·88 | 167·11 |
| | | 1898 | | 171 | 9,810 | 17·17 | ... | 57,667 | 13·99 | ... | 570 | 13·79 | 58·83 | 49·94 | 157·55 |
| | | 1899 | | 165 | 32,035 | 15.60 | ... | 43,452 | 17·01 | ... | 1,404 | 5·49 | 57·01 | 49 05 | 150·63 |
| | | 1900 | | 164 | 19,281 | 17·46 | ... | 63,976 | 17·65 | ... | 858 | 9·32 | 57·90 | 42·38 | 142·04 |
| 11 | N. G. S. | 1896 | Singareni | 116 | ... | ... | ... | 18,889 | 7·70 | 5·04 | ... | ... | 54·40 | 47·45 | 149·98 |
| | | 1897 | | 110 | ... | ... | ... | 24,558 | 7·32 | 5·01 | ... | ... | 60·48 | 53·22 | 159·33 |
| | | 1898 | | 105 | ... | ... | ... | 27,206 | 6·87 | 5·06 | ... | ... | 64·25 | 56·86 | 163·91 |
| | | 1899 | | 129 | ... | ... | ... | 25,582 | 6·91 | 5·03 | ... | ... | 60·89 | 53·68 | 149·22 |
| | | 1900 | | 170 | ... | ... | ... | 41,362 | 6·82 | 4·78 | ... | ... | 56·87 | 50·22 | 150·08 ¶ |
| 12 | M. | 1896 | Bengal and Singareni | ‡‡ | ... | ... | ... | 27,010 | 16·03 | ... | 31,918 | 12·70 | 51·91 | 43·71 | 179·17 |
| | | 1897 | | ‡‡ | ... | ... | ... | 28,863 | 15·96 | ... | 31,604 | 13·28 | 51·19 | 42·98 | 172·61 |
| | | 1898 | | ‡‡ | ... | ... | ... | 30,201 | 15·80 | ... | 28,574 | 14·03 | 50·65 | 42·34 | 173·18 |
| | | 1899 | | 7 | ... | ... | ... | 34,212 | 15·75 | ... | 28,789 | 14·03 | 52·97 | 43·90 | 182·94 |
| | | 1900 | | 8 | ... | ... | ... | 35,360 | 16·80 | ... | 29,305 | 13·37 | 52·27 | 43·28 | 183·25 |
| 13 | B. D. | 1896 | Bengal | ‡ | ... | ... | ... | 507 | 20·86 | ... | ... | ... | 24·39 | 21·18 | ... |
| | | 1897 | | | ... | ... | ... | 778 | 17·60 | ... | ... | ... | 26·63 | 24·05 | ... |
| | | 1898 | | | ... | ... | ... | 717 | 16·75 | ... | ... | ... | 39·13 | 26·28 | ... |
| | | 1899 | | | ... | ... | ... | 950 | 11·60 | ... | ... | ... | 54·32 | 41·80 | ... |
| | | 1900 | | 424 | ... | ... | ... | 1,222 | 14·90 | ... | ... | ... | 58·84 | 45·29 | ... |

* Of coal only. Wood was supplied locally from various sources. † The distance is reckoned either from the sources of supply or from the places of delivery to several storages ‡ Prices are given at place of delivery which is the place of storage. § Excludes Cooch Behar (2′ 6″ gauge). ‖ Includes Godhra-Rutlam-Nágdá (5′ 6″), but excludes Gaekwar's Dabhoi and Rajpipla (2′ 6″). ¶ Excludes Nilgiri (3′ 3⅜″).

# APPENDIX 25—*concld.*



## *Coal and wood fuel consumed by each railway (by systems) and price paid per ton, etc.*—concld.

(Referred to in paragraph 33 of Report.)

*N.B.*—A reference to Appendix z will furnish the key to the code letters to express railway systems.

| Class: No. | Railway. | Calendar year. | Sources of Supply. * Name. | Average distance carried in miles. † | Description of fuel with quantity consumed and cost per ton stated in term of Giridih best steam coal. Foreign coal. Quantity in tons. | Foreign coal. Cost per ton including freight. | Foreign coal. Cost per ton excluding freight | Indian coal. Quantity in tons. | Indian coal. Cost per ton including freight. | Indian coal. Cost per ton excluding freight. | Wood. Quantity in tons. | Wood. Cost per ton. | Consumption in lb stated in term of Giridih coal. Per train mile. | Per Engine mile. | Per 1,000 gross ton miles. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Rs. | Rs. | | Rs. | | | Rs. | | | |
| 14 | D. S. | 1896 | Assam‖ | ‡ | ... | ... | ... | 3,359 | 6·78 | ... | 7 | 3·43 | 39·91 | 28·58 | ... |
| | | 1897 | | | ... | ... | ... | 4,237 | 6·72 | ... | 6 | 4·50 | 45·05 | 32·58 | ... |
| | | 1898 | | | ... | ... | ... | 4,673 | 6·80 | ... | 9 | 5·44 | 47·87 | 35·06 | ... |
| | | 1899 | | | ... | ... | ... | 5,826 | 6·80 | ... | 8 | 5·12 | 55·25 | 39·25 | ... |
| | | 1900 | | | ... | ... | ... | 5,987 | 6·33 | ... | 14 | 6·07 | 59·33 | 38·04 | ... |
| 15 | A. B. | 1896 | Bengal and Assam | 56 | ... | ... | ... | 4,445 | 15·93 | ... | ... | ... | 37·59 | 30·11 | 192·34 |
| | | 1897 | | 69 | ... | ... | ... | 7,169 | 12·43 | ... | 10 | 7·90 | 40·19 | 33·18 | 208·12 |
| | | 1898 | | 89 | ... | ... | ... | 7,622 | 7·97 | ... | ... | ... | 36·8 | 30·53 | 156·35 |
| | | 1899 | | 80 | ... | ... | ... | 8,994 | 10·59 | ... | ... | ... | 32·96 | 28·07 | 129·72 |
| | | 1900 | | 86 | ... | ... | ... | 8,802 | 10·53 | ... | ... | ... | 32·91 | 28·29 | 147·57 |
| 16 | D. | 1896 | Bengal | 46 | ... | ... | ... | 251 | 6·19 | ... | ... | ... | 46·15 | 46·15 | 562·24 |
| | | 1897 | | 46 | ... | ... | ... | 330 | 4·00 | ... | ... | ... | 55·23 | 55·23 | 739·20 |
| | | 1898 | | 46 | ... | ... | ... | 293 | 3·00 | ... | ... | ... | 42·73 | 42·73 | 656·32 |
| | | 1899 | | 118 | ... | ... | ... | 295 | 5·00 | ... | ... | ... | 45·40 | 45·40 | 467·64 |
| | | 1900 | | 118 | ... | ... | ... | 328 | 5·00 | ... | ... | ... | 48·00 | 48·00 | 734·00 |
| 17 | B. & N. W. | 1896 | Bengal | 237 | ... | ... | ... | 19,377 | 7·53 | 4·81 | 3,244 | 3·28 | 28·40 | 23·84 | 138·83 |
| | | 1897 | | 253 | ... | ... | ... | 23,249 | 6·01 | 3·24 | 3,953 | 3·26 | 27·35 | 25·32 | 133·11 |
| | | 1898 | | 274 | ... | ... | ... | 28,176 | 5·40 | 2·70 | 5,315 | 3·30 | 29·46 | 27·56 | 155·82 |
| | | 1899 | | 294 | ... | ... | ... | 40,470 | 6·17 | 3·17 | 4,268 | 3·50 | 33·13 | 30·18 | 174·52 |
| | | 1900 | | 301 | ... | ... | ... | 54,732 | 6·30 | 3·35 | 4,219 | 3·56 | 32·74 | 28·07 | 177·51 |
| 18 | R. & K. | 1896 | Bengal | 660 | ... | ... | ... | 262 | 16·19 | ... | 5,892 | 7·17 | 29·87 | 24·96 | 170·24 |
| | | 1897 | | 664 | ... | ... | ... | 274 | 15·06 | ... | 4,904 | 8·10 | 24·61 | 20·64 | 146·17 |
| | | 1898 | | 669 | ... | ... | ... | 269 | 14·50 | ... | 5,187 | 8·56 | 24·11 | 20·03 | 134·64 |
| | | 1899 | | 669 | ... | ... | ... | 272 | 11·52 | ... | 5,844 | 8·03 | 23·62 | 19·46 | 139·92 |
| | | 1900 | | 669 | ... | ... | ... | 293 | 16·32 | ... | 6,252 | 7·57 | 25·29 | 20·61 | 153·61 § |
| 19 | J. B. | 1896 | Bengal, Singareni and Palana | 684 | 10,820 | 21·42 | 18·02 | 85,112 | 15·82 | 5·86 | 586 | 12·69 | 37·62 | 32·58 | 169·23 |
| | | 1897 | | 670 | 9,556 | 21·87 | 18·02 | 73,717 | 15·96 | 5·69 | 597 | 12·53 | 33·93 | 28·62 | 157·29 |
| | | 1898 | | 697 | 853 | 22·45 | 18·02 | 91,817 | 15·55 | 5·62 | 608 | 12·53 | 33·95 | 29·71 | 147·00 |
| | | 1899 | | 739 | 26,277 | 20·56 | 15·27 | 83,444 | 15·43 | 5·38 | 895 | 12·55 | 36·45 | 31·89 | 152·60 |
| | | 1900 | | 653 | 16,516 | 20·44 | 16·24 | 104,866 | 19·03 | 10·57 | 900 | 12·50 | 35·24 | 31·37 | 146·66 |
| 20 | U. C. | 1896 | Bengal, Warora and Mohpani | ... | Included with Rajputana-Malwa. | | | | | | | | | | |
| | | 1897 | | ... | | | | | | | | | | | |
| | | 1898 | | 913 | ... | ... | ... | 562 | 27·10 | ... | 3 | 15·33 | 27·31 | 23·93 | 166·69 |
| | | 1899 | | 1,050 | ... | ... | ... | 725 | 26·20 | ... | 2 | 8·00 | 31·90 | 28·00 | 160·84 |
| | | 1900 | | 1,032 | ... | ... | ... | 1,202 | 25·44 | ... | 1 | 20·00 | 40·95 | 37·47 | 190·23 |
| 21 | B. G. J. P. | 1896 | England and Bengal | 60 | 6,738 | 22·00 | 17·25 | 1,322 | 17·50 | 12·75 | 46 | 20·54 | 30·51 | 28·56 | 201·67 |
| | | 1897 | | 93 | 6,605 | 24·50 | 19·75 | 1,577 | 17·00 | 12·25 | 34 | 30·47 | 29·81 | 27·87 | 182·25 |
| | | 1898 | | 69 | 4,101 | 25·00 | 20·25 | 4,115 | 17·00 | 12·25 | 27 | 27·33 | 31·30 | 28·63 | 192·43 |
| | | 1899 | | 68 | 5,008 | 25·00 | 20·25 | 3,009 | 17·25 | 12·50 | 34 | 29·62 | 29·34 | 27·24 | 174·88 |
| | | 1900 | | 58 | 2,156 | ... | ... | 6,882 | 17·75 | 12·00 | 39 | 29·62 | 30·19 | 27·71 | 181·34 |
| 22 | S. M. | 1896 | Singareni | 485 | ... | ... | ... | 33,962 | 15·60 | 5·40 | 19,979 | 10·84 | 32·55 | 30·06 | 187·64 |
| | | 1897 | | 465 | ... | ... | ... | 39,534 | 15·27 | 5·40 | 20,799 | 10·85 | 32·86 | 30·31 | 186·47 |
| | | 1898 | | 480 | ... | ... | ... | 29,091 | 15·87 | 5·40 | 12,218 | 10·46 | 34·49 | 30·82 | 186·60 |
| | | 1899 | | 469 | ... | ... | ... | 30,726 | 15·76 | 6·00 | 13,711 | 10·40 | 34·45 | 30·61 | 179·66 |
| | | 1900 | | 463 | ... | ... | ... | 37,619 | 16·16 | 6·00 | 17,061 | 10·40 | 35·05 | 31·27 | 190·88 |
| 23 | W. I. P. | 1896 | England | ‖ | ... | ... | ... | ... | ... | ... | 1,310 | ... | 41·42 | 39·99 | 248·92 |
| | | 1897 | | | 247 | ... | ... | ... | ... | ... | 718 | ... | 69·54 | 67·37 | 461·64 |
| | | 1898 | | | 40 | ... | ... | ... | ... | ... | 984 | ... | 41·72 | 39·97 | 284·75 |
| | | 1899 | | | 81 | ... | ... | ... | ... | ... | 1,973 | ... | 39·49 | 37·45 | 221·90 |
| | | 1900 | | | 17 | ... | ... | ... | ... | ... | 1,413 | ... | 38·12 | 37·07 | 252·31 |
| 24 | S. I. | 1896 | Bengal and Singareni | 104 | ... | ... | ... | 32,881 | 19·41 | ... | 13,187 | 13·73 | 29·50 | 25·05 | 180·41 |
| | | 1897 | | 64 | ... | ... | ... | 42,693 | 14·53 | ... | 11,065 | 13·64 | 33·08 | 28·25 | 208·66 |
| | | 1898 | | 60 | ... | ... | ... | 36,099 | 14·91 | ... | 12,674 | 13·76 | 31·31 | 26·56 | 198·68 |
| | | 1899 | | 51 | ... | ... | ... | 41,328 | 15·52 | ... | 4,320 | 11·32 | 30·11 | 26·12 | 190·22 |
| | | 1900 | | 57 | ... | ... | ... | 42,130 | 15·91 | ... | 814 | 10·37 | 29·56 | 26·55 | 181·21 |
| 25 | B. | 1896 | England, Bengal and Burma | 105 | ... | ... | ... | 29,605 | 14·17 | ... | 7,616 | 7·51 | 33·68 | 29·21 | 179·98 |
| | | 1897 | | 105 | ... | ... | ... | 35,293 | 12·61 | ... | 7,710 | 9·48 | 34·32 | 29·46 | 177·54 |
| | | 1898 | | 105 | 365 | 31·60 | ... | 39,474 | 12·08 | ... | 8,289 | 9·12 | 36·48 | 30·78 | 190·62 |
| | | 1899 | | 105 | 874 | 31·60 | ... | 40,902 | 13·92 | ... | 11,440 | 9·46 | 39·34 | 33·38 | 202·01 |
| | | 1900 | | 128 | 139 | ... | ... | 52,103 | 14·26 | ... | 17,042 | 9·63 | 45·36 | 37·44 | 249·18 |
| 26 | M. R. W. | 1896 | England and Bengal | ‖ | 1,636 | 26·06 | 18·06 | ... | ... | ... | ... | ... | 22·07 | 20·02 | ... |
| | | 1897 | | | 1,954 | 27·62 | 19·62 | ... | ... | ... | ... | ... | 25·32 | 24·35 | ... |
| | | 1898 | | | 1,585 | 28·20 | 20·20 | 268 | 26·80 | 17·21 | ... | ... | 24·45 | 23·43 | ... |
| | | 1899 | | | 1,530 | 26·00 | 18·00 | 374 | 31·20 | 17·21 | ... | ... | 23·35 | 22·61 | ... |
| | | 1900 | | | 1,816 | 30·56 | 22·56 | 1,157 | 30·53 | 16·17 | 15 | 27·86 | 29·64 | 28·78 | ... |
| 32 | D. H. | 1896 | Bengal | 404 | ... | ... | ... | 3,182 | 15·33 | ... | ... | ... | 39·90 | 39·90 | ... |
| | | 1897 | | 404 | ... | ... | ... | 2,646 | 16·77 | ... | ... | ... | 36·06 | 36·06 | ... |
| | | 1898 | | 404 | ... | ... | ... | 3,252 | 13·57 | ... | ... | ... | 45·94 | 45·94 | ... |
| | | 1899 | | 404 | ... | ... | ... | 3,067 | 15·12 | ... | ... | ... | 41·72 | 41·72 | ... |
| | | 1900 | | 404 | ... | ... | ... | 3,385 | 15·38 | ... | ... | ... | 49·24 | 40·24 | ... |

* Of coal only. Wood was supplied locally from various sources. † The distance is reckoned either from the sources of supply or from the places of delivery to several storages. ‡ Prices are given at the place of delivery which is the place of storage. § Excludes Godhra-Ruttlam-Nágdá (5′ 6″). ‖ Not known. *N.B.*—Information is not available for railways not mentioned in this statement.

# APPENDIX 26.

## *Coal produced in India during the Calendar years 1885 to 1900.*

(Referred to in paragraph 33 of Report.)

| YEARS. | PROVINCES. Bengal. | Central Provinces. | Assam. | Central India. | Nizam's territory. | Punjab. | Baluchistan. | Rajputana (Bikaner). | Madras. | Burma. | North-Western Provinces & Oudh. | Tota . | Quantity of Indan coal taken by railways in India. | Quantity of Indian coal exported from India. * | Quantity of foreign coal imported into India. * |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| 1885 . | 1,123,700 | 119,116 | 43,707 | 7,698 | ... | ... | ... | ... | ... | ... | ... | 1,294,221 | 486,716 | 500 | 746,127 |
| 1886 . | 1,186,802 | 117,287 | 70,859 | 13,539 | ... | ... | ... | ... | ... | ... | ... | 1,388,487 | 470,075 | 199 | 730,812 |
| 1887 . | 1,319,090 | 128,981 | 89,302 | 15,497 | 3,259 | 7,523 | 411 | ... | ... | ... | ... | 1,564,063 | 488,774 | 315 | 810,489 |
| 1888 . | 1,380,594 | 157,768 | 101,528 | 41,580 | 13,382 | 11,249 | 2,802 | ... | ... | ... | ... | 1,708,903 | 551,770 | 15,796 | 813,821 |
| 1889 . | 1,541,356 | 144,465 | 116,676 | 52,956 | 59,646 | 22,835 | 8,238 | ... | ... | ... | ... | 1,946,172 | 715,240 | 39,972 | 552,071 |
| 1890 . | 1,626,245 | 137,022 | 145,708 | 77,842 | 125,486 | 40,677 | 15,541 | ... | ... | ... | ... | 2,168,521 | 654,829 | 26,336 | 760,306 |
| 1891 . | 1,747,122 | 141,736 | 154,208 | 69,741 | 144,668 | 60,714 | 10,368 | ... | 20 | ... | ... | 2,328,577 | 797,142 | 4,515 | 716,665 |
| 1892 . | 1,920,050 | 132,005 | 164,050 | 88,623 | 149,601 | 66,352 | 13,284 | ... | 61 | 3,670 | ... | 2,537,696 | 885,492 | 15,725 | 627,032 |
| 1893 . | 1,902,866 | 135,118 | 164,420 | 94,348 | 157,421 | 77,294 | 20,094 | ... | 502 | 9,938 | ... | 2,562,001 | 924,900 | 52,302 | 531,043 |
| 1894 . | 2,035,934 | 140,495 | 169,448 | 132,837 | 240,325 | 66,467 | 24,753 | ... | 1,337 | 12,114 | ... | 2,823,907 | 1,062,748 | 53,665 | 775,017 |
| 1895 . | 2,716,155 | 122,776 | 172,717 | 118,479 | 292,915 | 72,493 | 25,458 | ... | 1,737 | 17,289 | ... | 3,540,019 | 1,119,621 | 80,923 | 734,336 |
| 1896 . | 3,037,920 | 141,185 | 177,259 | 115,386 | 262,681 | 79,017 | 26,257 | ... | ... | 22,993 | 1,000 | 3,683,698 | 1,182,051 | 136,719 | 397,092 |
| 1897 . | 3,142,497 | 131,629 | 185,533 | 124,778 | 365,550 | 92,792 | 12,043 | ... | ... | 11,472 | ... | 4,066,294 | 1,332,043 | 212,855 | 230,887 |
| 1898 . | 3,622,090 | 149,709 | 200,329 | 134,726 | 394,622 | 85,862 | 13,372 | 511 | ... | 6,975 | ... | 4,608,196 | 1,422,103 | 327,104 | 306,499 |
| 1899 . | 4,035,265 | 156,576 | 225,623 | 164,569 | 401,216 | 81,835 | 15,822 | 4,249 | ... | 8,105 | ... | 5,093,260 | 1,557,000 | 304,586 | 317,453 |
| 1900 . | 4,954,965 | 173,115 | 216,736 | 164,489 | 469,291 | 74,083 | 23,281 | 9,240 | ... | 10,228 | ... | 6,095,428 | 1,855,610 | 541,445 | 83,236 |

* Relates to official years.

# APPENDIX 27.

## *Collieries owned and worked by Railways or the State.*

(Referred to in paragraph 34 of Report.)

| PARTICULARS. | KURHURBAREE AND SERAMPORE. | | WARORA. | | DANDOT. | | KHOST. | | REMARKS. |
|---|---|---|---|---|---|---|---|---|---|
| | 1899. | 1900. | 1899. | 1900. | 1899. | 1900. | 1899. | 1900. | |
| Name of owner . . . | East Indian Railway. | | State | | North State | Western Railway. | North State | Western Railway. | |
| Capital outlay . . Rs. | 14,21,651* | 15,09,261* | 17,14,745 | 16,65,993 | 4,40,192 | 4,40,192 | 58,160 | 1,44,989 | * This outlay is made up of the purchase money, Rs. 3,05,154, which represents half the original cost of buildings, plant, etc., paid to the East Indian Railway Company on valuation, and the capital expenditure incurred from 1st January 1880. |
| Output — Large Coal Tons. | 387,990 | 440,923 | 105,672 | 105,873 | 53,743 | 44,408 | 7,139 | 10,392 | |
| Output — Small Coal Tons. | 32,591 | 31,530 | 27,308 | 27,357 | 3,513 | 4,769 | 820 | 1,003 | |
| Output — Slack Coal Tons. | 41,951 | 55,921 | ... | ... | 23,963 | 24,906 | 3,729 | 6,269 | |
| Output — Total Tons. | 462,532 | 528,374 | 132,980 | 133,230 | 81,219 | 74,083 | 11,688 | 17,664 | |
| Quantity issued . Tons. | 419,208 | 472,576 | 119,395 | 120,338 | 81,219 | 74,083 | 11,688 | 17,664 | |
| Earnings . . Rs. | 9,58,610 | 10,57,067 | 6,02,897 | 6,07,603 | 7,59,091 | 7,74,417 | 1,57,236 | 2,44,355 | |
| Working expenses . Rs. | 9,12,697 | 10,57,067 | 4,14,912 | 4,04,080 | 4,56,643 | 4,24,533 | 1,70,013 | 2,16,643 | |
| Net earnings . . Rs. | 45,913 | ... | 1,87,985 | 2,03,523 | 3,02,448 | 2,89,884 | —12,777 | 27,712 | |
| Percentage on Capital . | 3·23 | ... | 10·96 | 12·22 | 68·71 | 65·85 | ... | 19·11 | |
| Average No. of persons employed daily . . | 6,885 | 7,221 | 810 | 790 | 1,593 | 1,826 | 304 | 468 | |
| Number of tons raised per person employed . | 67 | 73 | 164 | 169 | 51 | 41 | 38 | 38 | |
| Number of persons killed . | 5 | 2 | ... | ... | 2 | 2 | 50 | 3 | |
| Number of persons injured . . . . | 18 | 21 | 4 | 3 | 8 | 6 | 4 | 3 | |

## Appendix 28.
Loads—Coaching.

## APPEN
*Average load and weight of Coaching*
(Referred to in paragraph

*N.B.*—A reference to Appendix 2 will furnish the key

| GAUGE. | 5' 6". | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CLASS: No. | 1 | 2 E.B.S. system. | | 3 | 4 | 5 | 7 | 8 N.-W. system. | | | 9 G. I. P. system. | | 10 B. B. & C. I. system. | | 11 N. G. S. system. | | 12 |
| Calendar year. | E. I. | 5' 6" gauge. | Other gauges | B. C.* | B. N. | E. C. | O. & R. (a) & (b) | Mily. Sec | Comml. Sec | Total | G. I. P. (a) to (e) | I. M. (f) to (j) | B. B. & C. I. (a) to (e) | R. M (f) to (i) | N. G. S. (a) & (b) | H. G. V. (c) | M. (a) & (b) |
| **AVERAGE NUMBER OF PASSENGERS IN A COACHING TRAIN.** | | | | | | | | | | | | | | | | | |
| **1ST CLASS.** | | | | | | | | | | | | | | | | | |
| 1896 | 1·70 | 1·55 | 1·43 | ... | 1·11 | 0·68 | 1·80 | 1·10 | 1·78 | 1·67 | 2·30 | 2·88 | 2·07 | 0·86 | 2·92 | ... | 2·76 |
| 1897 | 1·52 | 1·61 | 1·34 | 0·53 | 0·82 | 0·53 | 1·74 | 1·42 | 1·88 | 1·80 | 1·99 | 2·67 | 1·75 | 0·81 | 2·08 | ... | 3·03 |
| 1898 | 1·65 | 1·44 | 1·16 | 0·51 | 0·78 | 0·71 | 1·52 | 1·08 | 1·99 | 1·89 | 2·23 | 2·73 | 2·34 | 0·84 | 3·09 | ... | 2·74 |
| 1899 | 1·54 | 1·66 | 0·93 | 0·47 | 0·90 | 1·00 | 1·37 | 1·05 | 1·62 | 1·55 | 2·34 | 2·37 | 2·13 | 0·87 | 3·17 | ... | 2·88 |
| 1900 | 1·44 | 1·50 | 0·94 | 0·45 | 1·07 | 1·33 | 1·44 | 1·16 | 1·46 | 1·43 | 2·24 | 1·90 | 1·94 | 0·79 | 2·35 | 1·12 | 2·59 |
| **2ND CLASS.** | | | | | | | | | | | | | | | | | |
| 1896 | 5·24 | 3·84 | 3·76 | ... | 2·55 | 2·31 | 5·54 | 4·60 | 5·37 | 5·28 | 9·93 | 8·20 | 12·53 | 2·92 | 13·29 | ... | 7·65 |
| 1897 | 4·75 | 3·40 | 3·49 | 3·67 | 2·11 | 1·40 | 6·04 | 3·34 | 5·49 | 5·39 | 9·52 | 8·58 | 11·53 | 3·29 | 14·76 | ... | 8·50 |
| 1898 | 4·78 | 3·59 | 3·40 | 4·47 | 1·84 | 1·38 | 5·03 | 3·42 | 7·89 | 7·36 | 9·64 | 9·43 | 14·04 | 3·28 | 13·62 | ... | 8·12 |
| 1899 | 4·46 | 3·50 | 3·28 | 3·05 | 2·46 | 2·59 | 4·00 | 2·99 | 4·91 | 4·68 | 9·50 | 6·95 | 14·14 | 3·20 | 15·51 | .. | 9·40 |
| 1900 | 4·39 | 3·25 | 3·01 | 2·72 | 2·26 | 2·98 | 4·45 | 2·55 | 4·15 | 3·96 | 8·01 | 5·16 | 13·14 | 2·73 | 12·01 | 5·86 | 8·85 |
| **INTERMEDIATE CLASS** | | | | | | | | | | | | | | | | | |
| 1896 | 14·61 | 22·40 | 12·99 | ... | 3·94 | 0·24 | 6·05 | 6·45 | 18·03 | 16·65 | 12·65 | ... | 38·53 | 7·99 | ... | ... | ... |
| 1897 | 13·31 | 19·33 | 11·68 | 14·53 | 3·13 | 0·27 | 9·31 | 5·72 | 14·62 | 13·47 | 9·00 | ... | 26·12 | 6·89 | ... | ... | ... |
| 1898 | 14·49 | 18·58 | 12·42 | 9·02 | 2·37 | 0·87 | 12·30 | 5·77 | 12·05 | 11·31 | 8·49 | ... | 26·74 | 7·10 | ... | ... | ... |
| 1899 | 13·98 | 18·72 | 10·62 | 7·51 | 3·16 | 1·37 | 10·33 | 6·04 | 12·82 | 12·01 | 10·05 | ... | 28·24 | 8·29 | ... | ... | ... |
| 1900 | 14·20 | 17·07 | 11·34 | 9·07 | 3·69 | 2·08 | 9·99 | 6·06 | 13·99 | 13·05 | 11·92 | ... | 27·31 | 8·50 | ... | ... | ... |
| **3RD CLASS.** | | | | | | | | | | | | | | | | | |
| 1896 | 222·71 | 168·65 | 187·72 | ... | 257·91 | 316·96 | 212·43 | 187·62 | 191·86 | 191·25 | 148·86 | 165·42 | 215·25 | 248·50 | 280·99 | ... | 253·07 |
| 1897 | 194·59 | 149·74 | 170·35 | 455·51 | 185·56 | 234·58 | 192·96 | 153·48 | 173·06 | 170·96 | 104·87 | 147·68 | 147·48 | 213·70 | 259·74 | ... | 252·01 |
| 1898 | 202·06 | 148·55 | 166·17 | 449·75 | 132·91 | 220·61 | 178·31 | 165·06 | 185·88 | 183·07 | 86·44 | 151·20 | 150·12 | 223·98 | 243·54 | ... | 220·09 |
| 1899 | 200·83 | 157·70 | 164·49 | 144·47 | 208·47 | 231·89 | 169·03 | 163·24 | 190·63 | 187·42 | 103·89 | 135·95 | 168·45 | 242·22 | 253·94 | ... | 185·94 |
| 1900 | 198·35 | 157·07 | 193·04 | 473·77 | 278·02 | 247·95 | 155·85 | 159·10 | 190·68 | 186·86 | 112·94 | 122·59 | 187·25 | 223·96 | 228·72 | 208·54 | 210·04 |
| **TOTAL NUMBER OF PASSENGERS IN A COACHING TRAIN.** | | | | | | | | | | | | | | | | | |
| 1896 | 244·31 | 196·44 | 205·92 | ... | 265·51 | 320·19 | 225·83 | 199·80 | 217·02 | 214·86 | 173·75 | 176·50 | 268·38 | 260·28 | 297·21 | ... | 263·49 |
| 1897 | 214·18 | 174·09 | 186·86 | 474·25 | 191·62 | 236·78 | 210·06 | 163·31 | 195·46 | 191·83 | 125·38 | 158·94 | 186·88 | 224·69 | 277·19 | ... | 263·54 |
| 1898 | 222·99 | 172·17 | 183·17 | 463·76 | 137·91 | 223·57 | 197·17 | 175·33 | 207·82 | 203·63 | 106·81 | 163·37 | 193·25 | 235·21 | 260·26 | ... | 230·95 |
| 1899 | 220·81 | 181·58 | 179·37 | 155·59 | 215·00 | 236·85 | 181·64 | 173·33 | 210·00 | 205·67 | 125·78 | 145·28 | 213·27 | 254·59 | 272·63 | ... | 198·22 |
| 1900 | 218·38 | 178·90 | 206·34 | 486·02 | 282·04 | 254·35 | 171·74 | 168·87 | 210·29 | 205·31 | 135·11 | 129·66 | 229·65 | 235·99 | 243·09 | 215·52 | 421·49 |
| **PERCENTAGE OF FREIGHT ON CAPACITY HAULED.** | | | | | | | | | | | | | | | | | |
| **1ST CLASS.** | | | | | | | | | | | | | | | | | |
| 1896 | 7·85 | 5·38 | 7·83 | ... | 5·19 | 3·70 | 4·64 | 5·92 | 8·99 | 8·66 | 10·13 | 8·66 | 8·09 | 5·54 | 9·48 | ... | 18·77 |
| 1897 | 6·84 | 7·50 | 7·65 | 2·77 | 4·82 | 4·18 | 5·12 | 6·64 | 9·70 | 9·31 | 9·11 | 8·45 | 7·13 | 4·96 | 8·17 | ... | 20·09 |
| 1898 | 7·43 | 6·81 | 6·55 | 2·69 | 4·84 | 5·23 | 5·15 | 5·29 | 9·76 | 9·22 | 10·02 | 8·60 | 8·64 | 5·09 | 9·37 | ... | 17·02 |
| 1899 | 6·63 | 6·01 | 5·72 | 2·68 | 5·22 | 6·18 | 4·76 | 5·15 | 8·27 | 7·88 | 10·40 | 7·94 | 8·00 | 5·06 | 9·56 | ... | 17·35 |
| 1900 | 6·73 | 5·67 | 5·25 | 2·44 | 5·30 | 6·47 | 4·72 | 5·56 | 7·71 | 7·42 | 10·12 | 6·56 | 7·58 | 4·75 | 7·37 | 3·66 | 16·44 |
| **2ND CLASS.** | | | | | | | | | | | | | | | | | |
| 1896 | 13·49 | 10·66 | 20·37 | ... | 7·79 | 9·94 | 13·04 | 21·46 | 19·38 | 19·68 | 17·60 | 47·38 | 17·14 | 16·88 | 32·40 | ... | 23·97 |
| 1897 | 12·97 | 11·10 | 19·64 | 13·01 | 8·01 | 7·47 | 14·62 | 15·35 | 17·51 | 21·74 | 17·41 | 19·54 | 14·04 | 12·99 | 33·63 | ... | 25·29 |
| 1898 | 13·63 | 16·9 | 18·07 | 16·10 | 7·38 | 6·63 | 14·00 | 14·80 | 28·76 | 27·37 | 17·53 | 21·23 | 16·04 | 17·97 | 32·10 | ... | 23·49 |
| 1899 | 13·15 | 10·64 | 19·02 | 11·34 | 9·09 | 10·53 | 11·97 | 13·30 | 17·05 | 17·53 | 17·13 | 16·67 | 16·24 | 16·33 | 34·32 | ... | 27·18 |
| 1900 | 14·51 | 10·50 | 17·92 | 9·54 | 7·14 | 10·08 | 13·72 | 11·61 | 14·72 | 15·31 | 14·49 | 12·32 | 15·10 | 14·31 | 28·43 | 13·02 | 29·35 |
| **INTERMEDIATE CLASS.** | | | | | | | | | | | | | | | | | |
| 1896 | 18·10 | 18·28 | 29·81 | ... | 7·50 | 2·44 | 0·66 | 13·91 | 31·28 | 29·56 | 29·04 | 31·68 | 46·52 | 35·30 | ... | ... | ... |
| 1897 | 17·10 | 16·9 | 27·37 | 8·77 | 6·03 | 5·85 | 12·27 | 14·02 | 29·36 | 27·86 | 21·04 | 28·63 | 43·01 | 31·64 | ... | ... | ... |
| 1898 | 19·38 | 16·49 | 25·38 | 9·24 | 5·10 | 6·76 | 15·47 | 14·83 | 26·50 | 25·23 | 19·18 | 28·72 | 39·36 | 31·64 | ... | ... | ... |
| 1899 | 19·1 | 16·11 | 23·64 | 11·14 | 7·64 | 13·42 | 14·85 | 16·03 | 26·80 | 25·74 | 22·04 | 30·66 | 44·15 | 31·52 | ... | ... | ... |
| 1900 | 21·80 | 14·42 | 23·63 | 11·71 | 10·39 | 12·32 | 16·84 | 17·88 | 29·65 | 28·59 | 26·12 | 30·47 | 44·47 | 34·16 | ... | ... | ... |
| **3RD CLASS.** | | | | | | | | | | | | | | | | | |
| 1896 | 35·48 | 37·01 | 51·24 | ... | 33·48 | 41·57 | 38·66 | 34·71 | 43·63 | 42·40 | 45·11 | 37·62 | 44·26 | 58·31 | 41·11 | ... | 49·53 |
| 1897 | 32·93 | 36·42 | 48·99 | 29·11 | 28·41 | 35·67 | 40·81 | 31·72 | 39·74 | 34·82 | 37·57 | 34·68 | 36·49 | 49·12 | 37·63 | ... | 48·9 |
| 1898 | 34·65 | 36·12 | 43·98 | 35·18 | 28·23 | 39·80 | 39·04 | 31·72 | 39·53 | 38·66 | 33·50 | 36·01 | 39·34 | 51·32 | 33·24 | ... | 44·8 |
| 1899 | 34·53 | 38·00 | 44·87 | 29·22 | 37·11 | 37·62 | 39·66 | 30·98 | 38·96 | 38·10 | 40·19 | 30·02 | 41·55 | 50·05 | 34·87 | ... | 42·67 |
| 1900 | 36·26 | 36·21 | 51·35 | 37·40 | 45·64 | 39·28 | 37·57 | 30·69 | 41·11 | 39·88 | 40·41 | 29·82 | 41·25 | 44·70 | 37·14 | 48·90 | 45·27 |

* The figures for 1896 are included

# DIX 28.

*trains on each railway (by systems.)*



36 of Report.)

to the code letters used to express railway systems.

| | 5′ 6″. | | | | | | | | | | | | | | | GAUGE. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 E. B. S. system. | | 3 | 4 | 5 | 7 | 8 N. W. system. | | | 9 G. I. P. system. | | 10 B. B. & C. I. system. | | 11 N.G.S. system. | | 12 | CLASS: No. |
| E. I. | 5′ 6″ gauge. | Other gauges. | B-C.* | B. N. | E. C. | O & R. (a) & (b) | Mily. sec. | Comml. sec. | Total. | G. I. P. (a) to (e) | I. M. (f) to (j) | B. B. & C. I. (a) to (e) | R M (f) to (i) | N. G. S. (a) & (b) | H.-G. V. (c) | M. (a) & (b. | Calendar year. |
| **AVERAGE NUMBER OF VEHICLES IN A COACHING TRAIN.** | | | | | | | | | | | | | | | | | |
| 1ST CLASS. | | | | | | | | | | | | | | | | | |
| 1·58 | 1·28 | 1·50 | ... | 1·59 | 1·42 | 1·86 | 0·91 | 1·38 | 1·32 | 1·60 | 2·29 | 0·99 | 1·47 | 2·40 | ... | 1·42 | 1896 |
| 1·60 | 1·26 | 1·60 | 1·20 | 1·28 | 1·29 | 1·61 | 0·99 | 1·35 | 1·32 | 1·52 | 2·10 | 1·13 | 1·55 | 2·56 | ... | 1·47 | 1897 |
| 1·58 | 1·23 | 1·54 | 1·04 | 1·17 | 1·39 | 1·45 | 1·00 | 1·43 | 1·38 | 1·55 | 2·08 | 1·24 | 1·56 | 2·55 | ... | 1·48 | 1898 |
| 1·59 | 1·27 | 1·49 | 0·99 | 1·26 | 1·60 | 1·36 | 0·96 | 1·43 | 1·38 | 1·56 | 2·01 | 1·18 | 1·63 | 2·59 | ... | 1·48 | 1899 |
| 1·44 | 1·24 | 1·58 | 1·07 | 1·57 | 1·75 | 1·44 | 0·97 | 1·39 | 1·34 | 1·57 | 1·92 | 1·14 | 1·57 | 2·50 | 2·09 | 1·33 | 1900 |
| 2ND CLASS. | | | | | | | | | | | | | | | | | |
| 1·67 | 1·31 | 1·54 | ... | 1·92 | 1·35 | 1·64 | 0·95 | 1·39 | 1·34 | 2·16 | 2·20 | 1·67 | 1·38 | 2·39 | ... | 1·58 | 1896 |
| 1·57 | 1·25 | 1·50 | 1·25 | 1·56 | 1·27 | 1·61 | 1·01 | 1·35 | 1·30 | 2·05 | 2·09 | 1·86 | 1·46 | 2·58 | ... | 1·67 | 1897 |
| 1·50 | 1·21 | 1·50 | 1·18 | 1·48 | 1·40 | 1·38 | 1·02 | 1·42 | 1·37 | 2·03 | 2·11 | 1·98 | 1·46 | 2·49 | ... | 1·71 | 1898 |
| 1·51 | 1·24 | 1·46 | 1·19 | 1·60 | 1·62 | 1·36 | 0·96 | 1·43 | 1·37 | 2·04 | 1·98 | 2·03 | 1·53 | 2·65 | ... | 1·75 | 1899 |
| 1·37 | 1·18 | 1·42 | 1·28 | 1·77 | 1·81 | 1·17 | 0·93 | 1·37 | 1·32 | 2·05 | 1·96 | 1·98 | 1·46 | 2·48 | 2·03 | 1·57 | 1900 |
| INTERMEDIATE CLASS. | | | | | | | | | | | | | | | | | |
| 1·48 | 2·26 | 2·23 | ... | 1·36 | 0·11 | 1·82 | 1·13 | 1·54 | 1·49 | 0·86 | ... | 1·23 | 0·91 | ... | ... | ... | 1896 |
| 1·46 | 2·15 | 2·49 | 3·04 | 1·29 | 0·32 | 2·13 | 0·94 | 1·42 | 1·36 | 0·86 | ... | 0·92 | 0·88 | ... | ... | ... | 1897 |
| 1·40 | 2·13 | 2·76 | 1·67 | 1·23 | 0·73 | 2·28 | 1·03 | 1·33 | 1·29 | 0·88 | ... | 1·04 | 0·89 | ... | ... | ... | 1898 |
| 1·40 | 2·21 | 2·58 | 1·24 | 1·09 | 0·58 | 1·98 | 0·95 | 1·31 | 1·36 | 0·90 | ... | 0·96 | 1·02 | ... | ... | ... | 1899 |
| 1·29 | 2·26 | 2·75 | 1·40 | 0·89 | 0·94 | 1·66 | 0·88 | 1·43 | 1·36 | 0·89 | ... | 1·01 | 0·93 | ... | ... | ... | 1900 |
| 3RD CLASS. | | | | | | | | | | | | | | | | | |
| 10·45 | 7·85 | 11·43 | ... | 15·75 | 13·75 | 10·19 | 10·05 | 8·11 | 8·34 | 6·60 | 8·01 | 7·67 | 13·46 | 11·43 | ... | 10·03 | 1896 |
| 10·18 | 6·87 | 11·25 | 8·31 | 12·89 | 11·79 | 8·69 | 9·02 | 8·13 | 8·24 | 5·57 | 7·75 | 7·00 | 13·71 | 11·59 | ... | 10·11 | 1897 |
| 10·07 | 6·95 | 12·08 | 7·67 | 9·69 | 10·07 | 8·45 | 9·63 | 8·84 | 8·93 | 5·16 | 7·70 | 6·69 | 13·71 | 12·16 | ... | 9·58 | 1898 |
| 10·03 | 7·09 | 11·84 | 7·91 | 11·50 | 10·93 | 7·91 | 9·75 | 9·13 | 9·20 | 5·13 | 7·85 | 7·12 | 15·00 | 12·10 | ... | 8·53 | 1899 |
| 9·43 | 7·42 | 12·08 | 8·51 | 12·27 | 11·50 | 7·59 | 9·82 | 8·82 | 8·94 | 5·54 | 7·27 | 8·04 | 15·14 | 10·50 | 9·22 | 8·93 | 1900 |
| **TOTAL NUMBER OF VEHICLES IN A COACHING TRAIN.** | | | | | | | | | | | | | | | | | |
| 19·11 | 15·50 | 19·88 | ... | 23·39 | 20·40 | 18·44 | 16·38 | 16·04 | 16·07 | 14·30 | 16·88 | 14·41 | 21·04 | 21·18 | ... | 14·32 | 1896 |
| 18·48 | 14·59 | 19·80 | 18·55 | 19·97 | 18·83 | 17·01 | 15·46 | 16·03 | 15·96 | 13·04 | 15·79 | 13·76 | 21·65 | 21·34 | ... | 14·57 | 1897 |
| 17·92 | 14·27 | 21·05 | 14·73 | 16·32 | 17·74 | 16·34 | 15·83 | 16·73 | 16·61 | 12·76 | 15·94 | 14·41 | 21·82 | 22·02 | ... | 14·13 | 1898 |
| 17·80 | 14·50 | 20·49 | 14·53 | 18·24 | 19·25 | 15·22 | 15·80 | 17·16 | 17·00 | 12·72 | 15·38 | 14·38 | 23·51 | 21·63 | ... | 13·26 | 1899 |
| 16·78 | 14·99 | 20·76 | 16·31 | 19·56 | 19·20 | 14·46 | 15·61 | 16·43 | 16·33 | 13·53 | 14·13 | 15·30 | 23·15 | 19·47 | 16·62 | 13·28 | 1900 |
| **AVERAGE WEIGHT OF FREIGHT IN TONS IN A COACHING TRAIN.** | | | | | | | | | | | | | | | | | |
| 17·55 | 13·07 | 13·71 | ... | 17·48 | 20·15 | 15·22 | 14·13 | 15·25 | 15·11 | 12·73 | 13·41 | 19·55 | 17·63 | 20·29 | .. | 18·46 | 1896 |
| 16·01 | 11·75 | 12·60 | 11·47 | 12·91 | 14·90 | 14·68 | 14·30 | 16·68 | 16·43 | 9·66 | 12·74 | 14·37 | 16·11 | 19·34 | ... | 18·98 | 1897 |
| 16·33 | 11·54 | 12·24 | 11·20 | 9·29 | 14·46 | 13·37 | 12·83 | 15·53 | 15·19 | 8·70 | 12·73 | 15·56 | 16·62 | 18·54 | ... | 16·81 | 1898 |
| 16·29 | 12·30 | 12·06 | 10·64 | 14·17 | 15·22 | 12·64 | 12·69 | 14·93 | 14·66 | 10·28 | 11·64 | 16·04 | 17·75 | 19·89 | ... | 14·71 | 1899 |
| 16·58 | 12·23 | 13·26 | 12·48 | 18·93 | 16·64 | 11·86 | 12·76 | 15·04 | 14·77 | 11·05 | 10·32 | 16·97 | 16·52 | 17·66 | 13·69 | 16·52 | 1900 |
| **AVERAGE DEAD WEIGHT IN TONS IN A COACHING TRAIN** | | | | | | | | | | | | | | | | | |
| 240·85 | 203·45 | 123·95 | ... | 316·88 | 300·23 | 253·55 | 235·17 | 230·52 | 231·04 | 208·48 | 239·22 | 231·11 | 139·40 | 270·12 | ... | 187·97 | 1896 |
| 236·76 | 207·89 | 122·90 | 234·49 | 282·74 | 283·12 | 237·21 | 224·48 | 229·15 | 228·64 | 202·36 | 228·81 | 211·66 | 140·51 | 274·62 | ... | 191·04 | 1897 |
| 236·12 | 209·04 | 132·93 | 196·04 | 245·42 | 270·90 | 230·97 | 227·74 | 234·49 | 233·60 | 207·03 | 230·53 | 217·62 | 139·96 | 281·48 | ... | 188·07 | 1898 |
| 236·69 | 212·98 | 131·99 | 200·54 | 263·29 | 279·97 | 225·63 | 229·43 | 240·40 | 239·11 | 208·46 | 232·81 | 222·86 | 145·81 | 281·41 | ... | 180·24 | 1899 |
| 226·52 | 219·31 | 148·66 | 212·56 | 246·50 | 284·60 | 219·33 | 226·54 | 231·73 | 231·10 | 218·88 | 226·53 | 232·05 | 145·30 | 264·43 | 186·00 | 181·42 | 1900 |
| **TOTAL AVERAGE WEIGHT IN TONS IN A COACHING TRAIN.** | | | | | | | | | | | | | | | | | |
| 258·40 | 216·52 | 137·66 | ... | 334·36 | 320·38 | 268·77 | 249·30 | 245·77 | 246·15 | 221·21 | 252·63 | 250·67 | 157·04 | 290·41 | ... | 206·43 | 1896 |
| 252·78 | 219·64 | 135·59 | 245·96 | 295·65 | 298·02 | 251·89 | 238·78 | 245·83 | 245·07 | 212·03 | 241·55 | 226·03 | 156·63 | 293·97 | ... | 210·02 | 1897 |
| 252·45 | 220·58 | 145·17 | 207·24 | 254·72 | 285·36 | 244·34 | 240·58 | 250·02 | 248·804 | 215·74 | 243·26 | 233·19 | 156·58 | 300·02 | ... | 204·89 | 1898 |
| 252·98 | 225·28 | 144·05 | 211·18 | 277·47 | 295·19 | 238·28 | 242·12 | 255·33 | 253·77 | 218·74 | 244·46 | 238·90 | 163·57 | 301·30 | ... | 194·95 | 1899 |
| 243·10 | 231·55 | 161·92 | 225·05 | 265·43 | 301·25 | 231·19 | 239·31 | 246·78 | 245·87 | 229·93 | 236·85 | 249·02 | 161·82 | 282·10 | 199·69 | 197·94 | 1900 |

with the E. B. S. railway.

*P. T. O.*

# Appendix 28.
Loads—Coaching.



## *Average load and weight of Coaching*

(Referred to in paragraph

*N.B.*—A reference to Appendix 2 will furnish the key

| GAUGE. | 3′ 3⅜″. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| CLASS : No. | 15 | 17 | 18 | 19 | 20 | 21 | 22 | 24 | 25 |
| Calendar year. | A. B. | B. & N. W. | R. & K. | J. B. | U. C. | B. G. J. P. | S. M. | S. I. | B. |
| **AVERAGE NUMBER OF PASSENGERS IN A COACHING TRAIN.** | | | | | | | | | |
| 1ST CLASS | | | | | | | | | |
| 1896 | 0·56 | 0·65 | 0·78 | 1·42 | ... | 0·98 | 1·25 | 0·71 | 1·22 |
| 1897 | 1·19 | 0·55 | 1·25 | 1·17 | ... | 1·04 | 1·28 | 0·58 | 1·18 |
| 1898 | 1·43 | 0·43 | 1·46 | 1·31 | 0·78 | 1·26 | 1·90 | 0·70 | 1·06 |
| 1899 | 1·27 | 0·44 | 1·48 | 0·93 | 1·05 | 1·13 | 1·73 | 0·75 | 1·13 |
| 1900 | 1·23 | 0·46 | 1·28 | 0·79 | 1·27 | 0·91 | 1·40 | 0·76 | 1·14 |
| 2ND CLASS. | | | | | | | | | |
| 1896 | 1·83 | 1·06 | 5·02 | 5·19 | ... | 6·90 | 3·96 | 5·64 | 7·38 |
| 1897 | 1·84 | 0·90 | 5·72 | 5·55 | ... | 7·38 | 3·91 | 3·83 | 6·50 |
| 1898 | 2·39 | 0·72 | 7·14 | 4·58 | 2·31 | 7·32 | 5·08 | 2·78 | 4·62 |
| 1899 | 2·59 | 0·78 | 6·13 | 4·23 | 2·39 | 7·78 | 6·59 | 2·94 | 4·72 |
| 1900 | 2·43 | 0·87 | 6·19 | 4·06 | 2·62 | 6·20 | 4·81 | 3·89 | 4·99 |
| INTERMEDIATE CLASS | | | | | | | | | |
| 1896 | ... | 2·18 | 2·22 | ... | ... | ... | ... | ... | ... |
| 1897 | ... | 1·89 | 1·97 | ... | ... | ... | ... | ... | 5·63 |
| 1898 | ... | 1·49 | 2·51 | ... | 3·34 | ... | ... | ... | 7·15 |
| 1899 | ... | 1·66 | 2·78 | ... | 3·48 | 0·25 | ... | ... | 3·98 |
| 1900 | 0·22 | 2·24 | 2·60 | ... | 5·18 | 4·83 | ... | ... | ... |
| 3RD CLASS. | | | | | | | | | |
| 1896 | 229·12 | 252·30 | 184·09 | 519·64 | ... | 216·16 | 206·68 | 258·56 | 212·77 |
| 1897 | 202·78 | 219·10 | 167·59 | 445·27 | ... | 188·75 | 180·78 | 222·35 | 215·72 |
| 1898 | 272·58 | 192·20 | 213·48 | 389·40 | 213·14 | 163·66 | 177·79 | 203·24 | 200·98 |
| 1899 | 280·55 | 177·48 | 233·66 | 410·06 | 284·45 | 186·83 | 171·77 | 223·00 | 203·55 |
| 1900 | 275·49 | 176·91 | 226·23 | 357·68 | 305·05 | 169·60 | 190·42 | 239·13 | 215·09 |
| **TOTAL NUMBER OF PASSENGERS IN A COACHING TRAIN.** | | | | | | | | | |
| 1896 | 231·51 | 256·20 | 192·62 | 526·27 | ... | 224·04 | 211·90 | 264·91 | 221·38 |
| 1897 | 205·81 | 222·44 | 176·54 | 452·00 | ... | 197·17 | 185·98 | 226·77 | 229·03 |
| 1898 | 276·41 | 194·85 | 224·59 | 395·30 | 219·59 | 172·24 | 184·77 | 206·73 | 213·82 |
| 1899 | 284·41 | 180·37 | 244·06 | 415·23 | 291·38 | 196·00 | 180·10 | 226·69 | 213·39 |
| 1900 | 279·59 | 180·49 | 236·30 | 362·54 | 314·15 | 181·55 | 196·63 | 243·08 | 221·23 |
| **PERCENTAGE OF FREIGHT ON CAPACITY HAULED.** | | | | | | | | | |
| 1ST CLASS. | | | | | | | | | |
| 1896 | 2·96 | 2·43 | 4·93 | 8·62 | ... | 5·71 | 12·41 | 6·13 | 9·65 |
| 1897 | 4·40 | 2·25 | 5·72 | 7·91 | ... | 5·57 | 12·24 | 5·78 | 8·38 |
| 1898 | 6·07 | 2·01 | 5·88 | 10·77 | 7·19 | 5·96 | 15·54 | 7·28 | 6·69 |
| 1899 | 7·43 | 2·70 | 5·05 | 8·72 | 7·06 | 5·56 | 13·76 | 7·89 | 7·47 |
| 1900 | 7·92 | 2·98 | 4·98 | 6·43 | 7·15 | 4·76 | 13·72 | 8·31 | 7·59 |
| 2ND CLASS. | | | | | | | | | |
| 1896 | 10·86 | 3·89 | 25·89 | 35·92 | ... | 23·95 | 23·03 | 23·93 | 21·88 |
| 1897 | 7·40 | 3·44 | 27·67 | 41·17 | ... | 23·82 | 22·31 | 18·27 | 18·41 |
| 1898 | 7·71 | 3·38 | 34·13 | 36·19 | 23·23 | 21·97 | 25·22 | 13·74 | 12·99 |
| 1899 | 9·02 | 3·87 | 24·82 | 32·94 | 18·57 | 22·88 | 30·04 | 16·70 | 12·88 |
| 1900 | 8·95 | 4·06 | 28·24 | 32·77 | 18·72 | 19·06 | 25·04 | 19·11 | 14·61 |
| INTERMEDIATE CLASS | | | | | | | | | |
| 1896 | ... | 9·31 | 6·25 | ... | ... | ... | ... | ... | ... |
| 1897 | ... | 8·58 | 9·16 | ... | ... | ... | ... | ... | 18·77 |
| 1898 | ... | 7·81 | 10·57 | ... | 25·92 | ... | ... | ... | 23·85 |
| 1899 | ... | 8·91 | 11·27 | ... | 8·11 | 9·33 | ... | ... | 15·51 |
| 1900 | 3·02 | 9·66 | 9·28 | ... | 9·98 | 17·68 | ... | ... | ... |
| 3RD CLASS. | | | | | | | | | |
| 1896 | 41·83 | 43·16 | 35·72 | 104·23 | ... | 59·15 | 46·61 | 52·52 | 50·72 |
| 1897 | 36·19 | 42·29 | 35·20 | 96·97 | ... | 47·94 | 43·26 | 49·96 | 49·34 |
| 1898 | 37·96 | 42·73 | 37·97 | 98·92 | 58·55 | 47·88 | 24·92 | 47·20 | 49·41 |
| 1899 | 41·48 | 43·57 | 38·44 | 100·06 | 62·04 | 48·56 | 41·85 | 51·36 | 49·02 |
| 1900 | 43·93 | 42·13 | 69·01 | 91·13 | 52·96 | 48·91 | 44·32 | 54·94 | 48·88 |

* The figures for 1896 and 1897, are included with Rajputana-Malwa railway.

## DIX 28—*concld.*



*trains on each railway (by systems).*

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to the code letters used to express railway systems.

| 3′ 3⅜″. | | | | | | | | | GAUGE. |
|---|---|---|---|---|---|---|---|---|---|
| 15 | 17 | 18 | 19 | 20 | 21 | 22 | 24 | 25 | CLASS : No. |
| A. B. | B. & N. W. | R. & K. | J. B. | U. C. | B. G. J. P. | S. M. | S. I. | B. | Calendar year. |
| **AVERAGE NUMBER OF VEHICLES IN A COACHING TRAIN** | | | | | | | | | |
| **1ST CLASS.** | | | | | | | | | |
| 1·15 | 2·10 | 2·17 | 2·82 | ... | 1·27 | 0·93 | 1·01 | 1·35 | 1896 |
| 1·74 | 1·99 | 1·82 | 2·49 | ... | 1·45 | 1·30 | 1·14 | 1·78 | 1897 |
| 2·03 | 1·81 | 2·07 | 2·13 | 0·88 | 1·97 | 1·51 | 1·10 | 1·84 | 1898 |
| 1·88 | 1·63 | 2·44 | 1·89 | 1·23 | 1·90 | 1·56 | 1·09 | 1·82 | 1899 |
| 1·74 | 1·59 | 2·14 | 2·07 | 1·45 | 1·82 | 1·26 | 1·05 | 1·86 | 1900 |
| **2ND CLASS.** | | | | | | | | | |
| 0·95 | 1·84 | 1·61 | 2·32 | ... | 1·65 | 1·21 | 1·47 | 2·12 | 1896 |
| 1·68 | 1·62 | 1·73 | 2·25 | ... | 1·90 | 1·42 | 1·72 | 2·61 | 1897 |
| 1·94 | 1·43 | 1·75 | 2·09 | 0·82 | 2·53 | 1·63 | 1·66 | 2·53 | 1898 |
| 1·84 | 1·37 | 2·07 | 2·16 | 1·07 | 2·53 | 1·76 | 1·45 | 2·67 | 1899 |
| 1·73 | 1·37 | 1·83 | 2·20 | 1·23 | 2·44 | 1·51 | 1·32 | 2·58 | 1900 |
| **INTERMEDIATE CLASS.** | | | | | | | | | |
| ... | 0·96 | 1·80 | ... | ... | ... | ... | ... | ... | 1896 |
| ... | 0·83 | 1·21 | ... | ... | ... | ... | ... | 0·52 | 1897 |
| ... | 0·86 | 1·34 | ... | 0·89 | ... | ... | ... | 1·32 | 1898 |
| ... | 0·85 | 1·42 | ... | 1·79 | 0·07 | ... | ... | 1·12 | 1899 |
| 0·43 | 1·04 | 1·31 | ... | 2·21 | 1·66 | ... | ... | ... | 1900 |
| **3RD CLASS.** | | | | | | | | | |
| 8·59 | 18·23 | 16·56 | 31·52 | ... | 10·78 | 12·73 | 12·52 | 12·30 | 1896 |
| 16·18 | 15·43 | 15·35 | 28·58 | ... | 11·65 | 13·28 | 14·09 | 14·98 | 1897 |
| 19·67 | 15·76 | 18·17 | 24·77 | 12·60 | 11·46 | 12·55 | 14·22 | 14·18 | 1898 |
| 18·99 | 13·82 | 19·67 | 24·80 | 16·01 | 12·68 | 12·87 | 13·95 | 14·31 | 1899 |
| 17·37 | 14·00 | 17·38 | 24·06 | 19·92 | 11·56 | 13·41 | 13·98 | 15·07 | 1900 |
| **TOTAL NUMBER OF VEHICLES IN A COACHING TRAIN.** | | | | | | | | | |
| 13·26 | 25·69 | 25·61 | 43·16 | ... | 16·94 | 17·53 | 17·46 | 18·72 | 1896 |
| 23·37 | 22·33 | 23·45 | 36·92 | ... | 18·30 | 18·94 | 19·17 | 22·84 | 1897 |
| 28·67 | 22·22 | 26·48 | 35·50 | 18·15 | 19·55 | 18·84 | 18·69 | 22·72 | 1898 |
| 22·40 | 19·90 | 28·86 | 35·44 | 23·77 | 20·63 | 19·53 | 19·01 | 22·87 | 1899 |
| 26·11 | 20·10 | 25·68 | 34·73 | 29·36 | 20·91 | 19·11 | 18·75 | 22·45 | 1900 |
| **AVERAGE WEIGHT OF FREIGHT IN TONS IN A COACHING TRAIN.** | | | | | | | | | |
| 14·62 | 16·18 | 12·93 | 35·53 | ... | 14·53 | 13·95 | 16·58 | 14·16 | 1896 |
| 13·29 | 14·04 | 12·06 | 30·85 | ... | 12·90 | 12·41 | 14·16 | 14·54 | 1897 |
| 18·21 | 12·38 | 15·10 | 27·16 | 14·08 | 11·53 | 12·92 | 12·95 | 13·64 | 1898 |
| 18·85 | 11·46 | 16·28 | 28·13 | 19·79 | 12·94 | 12·77 | 14·21 | 13·64 | 1899 |
| 18·36 | 11·42 | 15·75 | 23·72 | 20·36 | 12·11 | 13·41 | 15·31 | 16·19 | 1900 |
| **AVERAGE DEAD WEIGHT IN TONS IN A COACHING TRAIN.** | | | | | | | | | |
| 181·65 | 162·71 | 162·48 | 325·68 | ... | 129·00 | 146·86 | 148·66 | 154·28 | 1896 |
| 199·29 | 161·37 | 152·03 | 305·38 | ... | 136·65 | 144·76 | 137·77 | 156·11 | 1897 |
| 249·40 | 144·50 | 166·52 | 284·50 | 150·09 | 133·60 | 145·52 | 137·18 | 154·19 | 1898 |
| 239·72 | 137·75 | 183·30 | 287·32 | 187·76 | 139·23 | 149·74 | 137·43 | 159·19 | 1899 |
| 217·38 | 139·47 | 171·81 | 277·72 | 222·78 | 130·02 | 146·64 | 141·72 | 149·03 | 1900 |
| **TOTAL AVERAGE WEIGHT IN TONS IN A COACHING TRAIN.** | | | | | | | | | |
| 196·27 | 178·90 | 175·41 | 361·21 | ... | 143·53 | 160·82 | 165·24 | 168·44 | 1896 |
| 212·58 | 175·42 | 164·09 | 336·24 | ... | 149·55 | 157·17 | 151·94 | 170·65 | 1897 |
| 267·61 | 136·88 | 181·62 | 311·66 | 164·17 | 145·14 | 158·44 | 150·13 | 167·83 | 1898 |
| 258·58 | 149·22 | 199·58 | 315·45 | 207·55 | 152·17 | 162·52 | 151·68 | 172·83 | 1899 |
| 235·75 | 150·89 | 185·06 | 301·44 | 243·14 | 148·13 | 160·05 | 157·03 | 165·22 | 1900 |

## Appendix 29.
Loads—Goods.

## APPEN
*Average load and weight of Goods*
(Referred to in paragraph

*N. B.*—A reference to Appendix 2 will furnish the key to

| GAUGE. | 5′ 6″ | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CLASS : No. | 1 | 2 | | 3 | 4 | 5 | 7 | 8 | | | 9 | | 10 | |
| Calendar year. | E. I. | E. B. S. SYSTEM. | | B. C. | B. N. | E. C. | O. & R. (*a*) and (*b*). | N. W. SYSTEM. | | | G. I. P. SYSTEM. | | B., B. & C. I. SYSTEM. | |
| | | 5′ 6″ gauge. | Other gauges. | | | | | Mily. sec. | Comml. sec. | Entire line. | G. I. P. (*a*) to (*e*). | I. M. (*f*) to (*i*). | B., B. & C. I. (*a*) to (*e*). | R. M. (*f*) to (*i*). |
| **AVERAGE LOAD OF A GOODS VEHICLE. (Including both loaded and empty.)** | | | | | | | | | | | | | | |
| 1896 | 6·72 | 4·49 | 2·61 | * | 5·11 | 6·81 | 4·29 | 5·17 | 5·65 | 5·58 | 5·08 | 4·44 | 5·49 | 4·33 |
| 1897 | 7·00 | 4·51 | 2·61 | 3·08 | 5·36 | 6·31 | 4·54 | 4·85 | 4·95 | 4·94 | 4·95 | 4·65 | 5·40 | 3·75 |
| 1898 | 7·12 | 4·87 | 2·56 | 3·88 | 5·81 | 6·75 | 4·48 | 5·06 | 5·69 | 5·64 | 6·03 | 4·73 | 5·78 | 3·90 |
| 1899 | 7·14 | 4·79 | 2·65 | 3·71 | 5·96 | 6·63 | 4·70 | 4·90 | 5·73 | 5·65 | 5·93 | 4·67 | 5·33 | 3·81 |
| 1900 | 7·12 | 4·70 | 3·18 | 3·80 | 6·14 | 6·65 | 4·79 | 4·82 | 6·10 | 5·94 | 5·38 | 5·44 | 4·98 | 3·81 |
| **AVERAGE NUMBER OF FREIGHT VEHICLES IN A TRAIN.** | | | | | | | | | | | | | | |
| 1896 | 29·26 | 29·66 | 26·97 | * | 23·06 | 15·58 | 25·05 | 14·73 | 25·23 | 23·38 | 22·30 | 25·14 | 33·72 | 24·63 |
| 1897 | 29·08 | 28·46 | 26·89 | 19·17 | 22·55 | 16·45 | 24·78 | 15·80 | 25·67 | 24·29 | 20·86 | 26·24 | 34·62 | 27·85 |
| 1898 | 27·97 | 29·63 | 27·53 | 14·99 | 21·64 | 15·76 | 24·38 | 15·23 | 27·73 | 26·35 | 23·46 | 25·69 | 36·68 | 29·08 |
| 1899 | 27·81 | 29·74 | 27·13 | 17·63 | 25·70 | 16·31 | 25·20 | 14·98 | 27·49 | 25·91 | 23·63 | 25·81 | 38·92 | 30·63 |
| 1900 | 27·51 | 33·40 | 23·81 | 20·41 | 25·48 | 18·93 | 23·65 | 14·48 | 24·57 | 23·06 | 24·85 | 27·34 | 40·15 | 32·38 |
| **AVERAGE NUMBER OF BRAKEVANS IN A TRAIN.** | | | | | | | | | | | | | | |
| 1896 | 0·92 | 1·00 | 1·04 | * | 1·72 | 0·92 | 1·72 | 1·37 | 1·25 | 1·27 | 1·93 | 1·99 | 0·82 | 0·81 |
| 1897 | 0·85 | 1·02 | 1·08 | 0·56 | 1·80 | 1·23 | 1·49 | 1·58 | 1·28 | 1·33 | 1·91 | 1·93 | 0·91 | 0·82 |
| 1898 | 1·02 | 1·05 | 1·09 | 1·73 | 1·83 | 1·48 | 1·39 | 1·59 | 1·23 | 1·27 | 1·87 | 1·79 | 0·87 | 0·81 |
| 1899 | 0·90 | 1·01 | 1·08 | 1·35 | 1·90 | 1·42 | 1·26 | 1·60 | 1·22 | 1·23 | 1·81 | 1·79 | 0·80 | 0·84 |
| 1900 | 0·91 | 1·01 | 1·15 | 0·94 | 1·76 | 1·27 | 1·33 | 1·45 | 1·26 | 1·29 | 1·82 | 1·88 | 0·91 | 0·87 |
| **TOTAL NUMBER OF VEHICLES IN A GOODS TRAIN.** | | | | | | | | | | | | | | |
| 1896 | 30·18 | 30·66 | 28·01 | * | 24·78 | 16·51 | 26·77 | 16·10 | 26·48 | 24·65 | 24·23 | 27·13 | 34·54 | 25·44 |
| 1897 | 29·93 | 29·49 | 27·97 | 19·74 | 24·35 | 17·69 | 26·27 | 17·38 | 26·95 | 25·62 | 22·77 | 28·17 | 35·53 | 28·67 |
| 1898 | 28·99 | 30·68 | 28·62 | 16·72 | 23·47 | 17·24 | 25·78 | 16·82 | 28·96 | 27·62 | 25·33 | 27·48 | 37·55 | 29·89 |
| 1899 | 28·72 | 30·75 | 28·21 | 18·99 | 27·60 | 17·73 | 26·46 | 16·58 | 28·71 | 27·19 | 25·44 | 27·61 | 39·72 | 31·47 |
| 1900 | 28·42 | 33·41 | 23·97 | 21·36 | 27·24 | 20·20 | 24·98 | 15·94 | 25·83 | 24·36 | 26·67 | 29·23 | 41·07 | 33·25 |
| **PERCENTAGE OF FREIGHT UPON CAPACITY HAULED.** | | | | | | | | | | | | | | |
| 1896 | 51·24 | 40·27 | 46·68 | * | 38·87 | 51·64 | 39·57 | 42·52 | 45·90 | 45·38 | 44·98 | 37·93 | 46·32 | 56·18 |
| 1897 | 52·62 | 42·77 | 46·53 | 25·17 | 39·90 | 42·68 | 41·99 | 39·31 | 39·63 | 39·60 | 43·66 | 39·84 | 45·62 | 53·81 |
| 1898 | 52·48 | 43·21 | 42·79 | 26·10 | 41·78 | 42·76 | 42·19 | 40·81 | 45·15 | 44·81 | 50·04 | 39·55 | 48·12 | 54·19 |
| 1899 | 51·06 | 41·83 | 41·38 | 24·90 | 43·61 | 43·32 | 43·24 | 39·37 | 44·90 | 44·49 | 45·76 | 37·31 | 44·09 | 52·70 |
| 1900 | 50·18 | 40·67 | 52·99 | 24·36 | 43·93 | 43·44 | 43·05 | 38·62 | 47·76 | 46·60 | 39·34 | 42·08 | 40·78 | 52·05 |
| **AVERAGE WEIGHT OF FREIGHT IN A GOODS TRAIN.** | | | | | | | | | | | | | | |
| 1896 | 196·71 | 132·30 | 70·35 | * | 117·76 | 106·17 | 107·67 | 75·44 | 142·72 | 130·55 | 113·48 | 111·82 | 186·18 | 106·71 |
| 1897 | 203·61 | 128·00 | 70·05 | 59·86 | 121·11 | 103·82 | 111·70 | 76·44 | 126·69 | 119·71 | 103·29 | 122·14 | 186·87 | 104·34 |
| 1898 | 199·20 | 143·31 | 70·54 | 56·93 | 125·97 | 107·49 | 110·19 | 75·94 | 157·94 | 148·84 | 141·53 | 121·89 | 212·34 | 113·58 |
| 1899 | 198·67 | 141·52 | 72·02 | 64·06 | 152·99 | 108·27 | 119·42 | 72·75 | 157·46 | 146·57 | 140·41 | 120·59 | 207·59 | 116·62 |
| 1900 | 196·11 | 149·41 | 72·14 | 76·39 | 156·93 | 126·02 | 113·56 | 68·48 | 150·07 | 137·15 | 133·78 | 149·14 | 199·55 | 123·26 |
| **AVERAGE DEAD WEIGHT IN A GOODS TRAIN.** | | | | | | | | | | | | | | |
| 1896 | 245·19 | 266·72 | 128·35 | * | 273·86 | 203·58 | 232·25 | 178·45 | 251·09 | 238·22 | 222·74 | 261·66 | 272·03 | 142·01 |
| 1897 | 243·77 | 282·83 | 129·57 | 201·51 | 268·93 | 219·08 | 220·74 | 189·74 | 256·16 | 246·87 | 215·08 | 272·69 | 279·50 | 141·58 |
| 1898 | 192·13 | 281·27 | 135·97 | 182·63 | 265·22 | 220·04 | 216·45 | 186·31 | 270·84 | 261·46 | 235·58 | 268·16 | 293·43 | 143·71 |
| 1899 | 244·29 | 280·78 | 140·81 | 203·19 | 293·73 | 212·81 | 224·45 | 186·97 | 272·12 | 261·39 | 240·01 | 273·70 | 310·58 | 150·18 |
| 1900 | 244·60 | 301·15 | 117·97 | 226·52 | 254·14 | 233·46 | 218·00 | 180·79 | 249·96 | 239·57 | 251·22 | 291·02 | 330·87 | 154·02 |
| **TOTAL AVERAGE WEIGHT OF GOODS TRAINS.** | | | | | | | | | | | | | | |
| 1896 | 441·90 | 399·02 | 198·70 | * | 391·62 | 309·75 | 339·92 | 253·89 | 393·81 | 368·77 | 336·22 | 373·48 | 458·21 | 248·72 |
| 1897 | 447·38 | 410·84 | 199·62 | 261·37 | 390·04 | 322·90 | 332·45 | 266·19 | 382·85 | 366·59 | 318·38 | 394·83 | 466·37 | 245·92 |
| 1898 | 441·34 | 424·39 | 206·51 | 239·56 | 391·19 | 327·53 | 326·64 | 262·26 | 428·78 | 410·31 | 377·11 | 390·06 | 505·77 | 257·29 |
| 1899 | 442·94 | 422·30 | 212·83 | 267·75 | 446·72 | 321·08 | 343·87 | 259·72 | 429·59 | 407·96 | 380·42 | 394·29 | 518·17 | 266·80 |
| 1900 | 440·72 | 450·56 | 190.11 | 302·91 | 411·07 | 359·49 | 331·56 | 249·27 | 400·04 | 376·72 | 385·01 | 440·16 | 530·42 | 277·28 |

* Included with Eastern Bengal State railway.

# DIX 29.

## *Trains on each railway (by systems.)*

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the code letters used to express railway systems.



| | | | 3′ 3⅜″. | | | | | | | | | GAUGE. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11 | | 12 | 15 | 17 | 18 | 19 | 20 | 21 | 22 | 24 | 25 | CLASS: No. |
| N. G. S. SYSTEM. | | M. | A. B. | B. & N. W. | R. & K. | J. B. | † U. C. | B. G. J. P. | S. M. | S. I. | B. | CALENDAR YEAR. |
| N. G. S. (*a*) & (*b*). | H. G. V. (*c*). | (*a*) & (*b*). | | | | | | | | | | |
| AVERAGE LOAD OF A GOODS VEHICLE. (Including both loaded and empty.) | | | | | | | | | | | | |
| 5·99 | ... | 4·75 | 3·94 | 3·53 | 2·57 | 5·65 | ... | 2·78 | 3·50 | 3·06 | 2·95 | 1896 |
| 6·15 | ... | 4·86 | 3·28 | 3·15 | 2·57 | 5·26 | ... | 2·42 | 3·38 | 2·97 | 2·69 | 1897 |
| 6·60 | ... | 4·70 | 3·31 | 3·95 | 2·79 | 5·88 | 1·83 | 2·40 | 3·63 | 2·99 | 2·70 | 1898 |
| 6·72 | ... | 4·59 | 2·58 | 4·16 | 3·23 | 6·43 | 2·17 | 2·42 | 3·55 | 2·90 | 2·84 | 1899 |
| 5·91 | 2·76 | 4·57 | 3·03 | 3·52 | 3·39 | 7·75 | 2·57 | 2·32 | 3·26 | 3·23 | 2·99 | 1900 |
| AVERAGE NUMBER OF FREIGHT VEHICLES IN A TRAIN. | | | | | | | | | | | | |
| 23·99 | ... | 24·05 | 20·40 | 25·25 | 21·79 | 44·01 | ... | 19·12 | 19·61 | 17·82 | 23·44 | 1896 |
| 24·75 | ... | 24·00 | 21·27 | 28·35 | 20·95 | 42·54 | ... | 25·44 | 20·79 | 18·81 | 27·41 | 1897 |
| 24·70 | ... | 24·21 | 23·68 | 23·81 | 21·23 | 41·31 | 23·02 | 24·77 | 21·59 | 18·78 | 27·45 | 1898 |
| 24·77 | ... | 23·74 | 30·90 | 23·94 | 19·20 | 43·11 | 25·42 | 25·35 | 22·64 | 18·88 | 26·81 | 1899 |
| 27·19 | 17·29 | 23·24 | 25·81 | 24·57 | 17·91 | 36·22 | 26·65 | 25·67 | 22·25 | 18·97 | 25·07 | 1900 |
| AVERAGE NUMBER OF BRAKEVANS IN A TRAIN. | | | | | | | | | | | | |
| 1·60 | ... | 4·26 | 1·43 | 1·57 | 1·64 | 0·34 | ... | 0·59 | 1·15 | 0·67 | 1·74 | 1896 |
| 1·97 | ... | 4·17 | 1·61 | 1·51 | 1·68 | 0·53 | ... | 0·71 | 1·10 | 0·66 | 1·59 | 1897 |
| 1·99 | ... | 4·04 | 1·69 | 1·35 | 1·64 | 0·45 | ... | 0·47 | 1·27 | 0·62 | 1·50 | 1898 |
| 1·97 | ... | 3·81 | 1·63 | 1·19 | 1·52 | 0·79 | 0·11 | 0·55 | 1·32 | 0·61 | 1·61 | 1899 |
| 1·97 | 1·71 | 3·85 | 1·60 | 1·24 | 1·48 | 0·89 | 0·25 | 0·64 | 1·36 | 0·55 | 1·28 | 1900 |
| TOTAL NUMBER OF VEHICLES IN A GOODS TRAIN. | | | | | | | | | | | | |
| 25·60 | ... | 28·31 | 21·83 | 26·82 | 23·43 | 44·35 | ... | 19·71 | 20·76 | 18·50 | 25·18 | 1896 |
| 26·72 | ... | 28·18 | 22·88 | 29·87 | 22·63 | 43·08 | ... | 26·15 | 21·89 | 19·47 | 29·00 | 1897 |
| 26·69 | ... | 28·26 | 25·38 | 25·17 | 22·88 | 41·76 | 23·02 | 25·25 | 22·86 | 19·41 | 28·95 | 1898 |
| 26·75 | ... | 27·55 | 32·53 | 25·13 | 20·72 | 43·00 | 25·52 | 25·90 | 23·96 | 19·49 | 28·42 | 1899 |
| 29·16 | 19·00 | 27·09 | 27·41 | 25·81 | 19·39 | 37·12 | 26·90 | 26·31 | 23·61 | 19·52 | 26·35 | 1900 |
| PERCENTAGE OF FREIGHT UPON CAPACITY HAULED. | | | | | | | | | | | | |
| 49·90 | ... | 40·26 | 45·92 | 40·50 | 37·21 | 88·17 | ... | 51·88 | 51·16 | 50·62 | 43·77 | 1896 |
| 51·38 | ... | 41·31 | 40·76 | 39·09 | 34·90 | 83·54 | ... | 44·75 | 46·04 | 49·89 | 44·39 | 1897 |
| 53·76 | ... | 39·71 | 39·97 | 49·17 | 33·85 | 88·18 | 26·62 | 42·69 | 54·29 | 50·21 | 44·10 | 1898 |
| 53·90 | ... | 38·74 | 37·11 | 50·87 | 39·86 | 91·58 | 30·53 | 41·11 | 53·06 | 46·35 | 41·53 | 1899 |
| 46·56 | 28·08 | 38·35 | 39·50 | 43·38 | 41·13 | 103·67 | 35·58 | 39·38 | 48·42 | 50·12 | 43·03 | 1900 |
| AVERAGE WEIGHT OF FREIGHT IN A GOODS TRAIN. | | | | | | | | | | | | |
| 143·73 | ... | 114·30 | 79·60 | 89·21 | 56·15 | 124·32 | ... | 53·42 | 68·72 | 54·55 | 69·20 | 1896 |
| 152·12 | ... | 116·70 | 69·87 | 89·37 | 53·96 | 112·35 | ... | 61·71 | 70·27 | 55·89 | 73·96 | 1897 |
| 162·33 | ... | 113·94 | 77·15 | 94·29 | 59·39 | 121·99 | 42·42 | 59·67 | 78·44 | 56·28 | 74·34 | 1898 |
| 165·96 | ... | 109·41 | 79·96 | 99·70 | 61·89 | 140·08 | 55·56 | 61·49 | 80·41 | 54·74 | 76·20 | 1899 |
| 160·92 | 47·34 | 106·33 | 77·80 | 86·98 | 60·93 | 138·75 | 68·71 | 59·66 | 72·52 | 61·33 | 75·01 | 1900 |
| AVERAGE DEAD WEIGHT IN A GOODS TRAIN. | | | | | | | | | | | | |
| 249·88 | ... | 263·96 | 117·79 | 134·14 | 118·76 | 245·41 | ... | 103·41 | 112·70 | 107·76 | 131·74 | 1896 |
| 256·20 | ... | 262·95 | 117·25 | 140·27 | 116·51 | 234·53 | ... | 125·76 | 114·84 | 110·87 | 134·17 | 1897 |
| 258·13 | ... | 260·41 | 145·14 | 124·19 | 117·79 | 228·80 | 121·34 | 122·39 | 118·52 | 110·72 | 135·46 | 1898 |
| 258·96 | ... | 254·61 | 173·06 | 125·71 | 89·95 | 231·30 | 128·15 | 124·51 | 122·89 | 110·29 | 135·88 | 1899 |
| 279·15 | 109·87 | 250·82 | 139·50 | 129·65 | 93·22 | 203·46 | 131·55 | 123·25 | 122·58 | 109·55 | 117·84 | 1900 |
| TOTAL AVERAGE WEIGHT OF GOODS TRAINS. | | | | | | | | | | | | |
| 393·61 | ... | 378·27 | 197·39 | 223·35 | 174·91 | 369·73 | ... | 156·84 | 181·42 | 162·31 | 200·94 | 1896 |
| 408·32 | ... | 379·65 | 187·12 | 229·64 | 170·47 | 346·88 | ... | 187·48 | 185·11 | 166·76 | 208·13 | 1897 |
| 420·47 | ... | 374·35 | 222·29 | 218·48 | 177·19 | 350·79 | 163·76 | 182·06 | 196·96 | 167.01 | 209·80 | 1898 |
| 424·92 | ... | 363·52 | 253·02 | 225·42 | 151·85 | 371·39 | 183·72 | 186·00 | 203·30 | 165·03 | 212·18 | 1899 |
| 440·07 | 157·21 | 357·15 | 217·30 | 216·64 | 154·15 | 342·21 | 200·27 | 182·91 | 195·11 | 170·89 | 192·85 | 1900 |

† The figures for 1896 and 1897 are included in Rajputana Malwa railway.

**Appendix 30.**
Gain or loss.

**APPEN**

*Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS OF RAILWAYS. | STATE LINES | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 5' 6" | | | | | | | | | | | |
| Class: No. | 1 (a) | | | | | | 3 | | | | | |
| Railway. | EAST INDIAN. | | | | | | BENGAL CENTRAL. | | | | | |
| Calendar year. | Capital expenditure to end of each year. | Net traffic earnings. | Per cent. on Capital outlay. | Interest and annuity. | Company's share of net traffic receipts. | Gain or loss to the State. | Capital expenditure to end of each year. | Net traffic earnings. | Per cent on Capital outlay. | Interest. | Company's share of net traffic receipts. | Gain or loss to the State. |
| | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. |
| 1879 | | | | | | | | | | | | |
| 1880 | | | | | | | | | | | | |
| 1881 | | | | | | | | | | | | |
| 1882 | | | | | | | | | | | | |
| 1883 | | | | | | | | | | | | |
| 1884 | | | | | | | The figures for the years 1879 to 1890 could not be completed this year, | | | | | |
| 1885 | | | | | | | | | | | | |
| 1886 | | | | | | | | | | | | |
| 1887 | | | | | | | | | | | | |
| 1888 | | | | | | | | | | | | |
| 1889 | | | | | | | | | | | | |
| 1890 | | | | | | | | | | | | |
| 1891 | 39,92,94,683 | 3,60,37,028 | 9·03 | 2,30,87,480 | 26,45,392 | + 1,03,04,156 | 99,44,845 | 3,27,736 | 3·30 | 4,72,482 | 73,429 | —2,18,175 |
| 1892 | 40,02,73,362 | 3,48,16,719 | 8·70 | 2,43,72,918 | 20,88,760 | + 83,55,041 | 1,00,65,784 | 3,12,903 | 3·11 | 5,30,251 | 74,660 | —2,91,948 |
| 1893 | 40,68,96,213 | 3,60,94,293 | 8·87 | 2,75,73,669 | 17,04,125 | + 68,16,499 | 1,00,88,983 | 3,14,992 | 3·12 | 5,37,007 | 79,647 | —3,01,662 |
| 1894 | 41,02,12,212 | 3,64,26,405 | 8·88 | 2,87,27,570 | 15,39,767 | + 61,59,068 | 1,01,41,094 | 2,41,182 | 2·37 | 6,11,415 | ... | —3,70,233 |
| 1895 | 41,59,93,876 | 3,78,34,726 | 9·10 | 3,06,74,803 | 14,29,078 | + 57,30,845 | 1,01,77,466 | 3,98,809 | 3·92 | 6,08,944 | 85,023 | —2,95,158 |
| 1896 | 42,05,41,859 | 3,67,77,682 | 8·75 | 3,05,50,017 | 12,45,753 | + 49,81,932 | 1,06,38,927 | 3,44,465 | 3·20 | 5,69,175 | 91,306 | —3,16,016 |
| 1897 | 43,17,67,029 | 4,14,93,469 | 9·61 | 2,95,54,644 | 23,87,763 | + 95,51,062 | 1,17,36,810 | 5,16,922 | 4·40 | 5,36,809 | 95,271 | —1,15,158 |
| 1898 | 44,49,70,193 | 4,08,07,269 | 9·17 | 2,83,11,047 | 24,99,244 | + 99,96,978 | 1,23,58,300 | 3,68,008 | 2·98 | 5,19,231 | 1,20,642 | —2,71,865 |
| 1899 | 46,48,16,064 | 4,26,60,018 | 9·18 | 3,76,10,418 | 30,09,920 | + 1,20,39,680 | 1,26,78,629 | 4,41,813 | 3·48 | 5,07,035 | 97,581 | —1,62,803 |
| 1900 | 48,06,19,396 | 4,47,15,571 | 9·30 | 2,75,79,017 | 18,09,104 | + 1,53,27,450 | 1,26,96,415 | 5,50,699 | 4·34 | 5,04,98 | 1,24,611 | — 78,897 |

* Including Rs. 3,51,30,587 on account of
† Included with the Great
‡ For the first-half of 1900. The figures for the second-half are

# DIX 30.



*income derived by railways which are not guaranteed by the State.*

38, 40 and 47 of Report.)

| WORKED BY COMPANIES. | | | | | | | | | | CLASS : OF RAIL-WAYS. |
|---|---|---|---|---|---|---|---|---|---|---|
| 5′ 6″ | | | | | | | | | | GAUGE. |
| 4 | | | | | 9 (*b*). | | | | | Class : No. |
| BENGAL-NÁGPUR. | | | | | DHOND-MANMÁD. | | | | | Railway. |
| Capital expenditure to end of each year. | Net traffic earnings. | Per cent. on Capital outlay. | Interest. | Gain or loss to the State. | Capital expenditure to end of each year. | Net traffic earnings. | Per cent. on Capital outlay. | Interest. | Gain or loss to the State. | Calendar year. |
| Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | | Rs. | Rs. | |
| | | | | | | | | | | 1879 |
| | | | | | | | | | | 1880 |
| | | | | | | | | | | 1881 |
| | | | | | | | | | | 1882 |
| | | | | | | | | | | 1883 |
| | | | | | | | | | | 1884 |
| They will be furnished in next year's report. | | | | | | | | | | |
| | | | | | | | | | | 1885 |
| | | | | | | | | | | 1886 |
| | | | | | | | | | | 1887 |
| | | | | | | | | | | 1888 |
| | | | | | | | | | | 1889 |
| | | | | | | | | | | 1890 |
| 9,08,04,164 | 26,84,453 | 2·96 | 35,05,676 | —8,21,223 | 1,10,44,039 | 3,08,583 | 2·79 | 4,40,296 | —1,31,713 | 1891 |
| 9,56,14,736 | 30,08,166 | 3·15 | 39,05,345 | —8,97,179 | 1,10,73,028 | 3,28,335 | 2·96 | 4,42,535 | —1,14,200 | 1892 |
| 9,80,08,424 | 32,62,220 | 3·33 | 43,97,594 | —11,35,374 | 1,11,37,125 | 3,48,572 | 3·13 | 4,44,246 | —95,674 | 1893 |
| 9,81,73,789 | 32,58,414 | 3·32 | 45,83,993 | —13,25,579 | 1,12,11,642 | 3,81,993 | 3·41 | 4,48,018 | —66,025 | 1894 |
| 9,88,94,777 | 35,41,444 | 3·58 | 48,56,800 | —13,15,356 | 1,13,18,247 | 4,08,233 | 3·61 | 4,50,104 | —41,871 | 1895 |
| 11,05,30,319 | 29,27,869 | 2·65 | 48,27,504 | —18,99,635 | 1,13,73,050 | 3,67,395 | 3·23 | 4,55,018 | —87,623 | 1896 |
| 13,04,58,784 | 29,79,559 | 2·28 | 51,35,240 | —21,55,681 | 1,14,06,534 | 2,81,272 | 2·47 | 4,56,230 | —1,74,958 | 1897 |
| 14,67,03,520 | 33,63,854 | 2·29 | 54,23,186 | —20,59,332 | 1,14,23,076 | 2,89,536 | 2·53 | 4,56,411 | —1,66,875 | 1898 |
| 16,65,90,365 | 47,21,814 | 2·83 | 59,75,853 | —12,54,039 | 1,15,34,107 | 2,99,555 | 2·60 | 4,59,296 | —1,59,741 | 1899 |
| 17,41,74,664 | 77,13,050 | 4·43 | 64,90,637 | +12,22,413 | ...† | 2,11,534 | ... | 2,30,220 | —18,686 | 1900 |

premium paid for the purchase of line.
ndian Peninsula railway.
included with those of the Great Indian Peninsula railway.

Appendix 30.
Gain or loss.

## APPEN

### *Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS OF RAILWAYS. | STATE LINES | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 5' 6" | | | | | | | | | |
| Class: No. | 9 (c). | | | | | 9 (f). | | | | |
| Railway. | WARDHA COAL. | | | | | INDIAN MIDLAND. | | | | |
| Calendar year. | Capital expenditure to end of each year. | Net traffic earnings. | Per cent. on Capital outlay. | Interest. | Gain or loss to the State. | Capital expenditure to end of each year. | Net traffic earnings. | Per cent. on Capital outlay. | Interest. | Gain or loss to the State. |
| | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | | Rs. | Rs. |
| 1879 | | | | | | | | | | |
| 1880 | | | | | | | | | | |
| 1881 | | | | | | | | | | |
| 1882 | | | | | | | | | | |
| 1883 | | | | | | | | | | |
| 1884 | | | | | | The figures for the years 1879 to 1896 could not be completed this year. | | | | | |
| 1885 | | | | | | | | | | |
| 1886 | | | | | | | | | | |
| 1887 | | | | | | | | | | |
| 1888 | | | | | | | | | | |
| 1889 | | | | | | | | | | |
| 1890 | | | | | | | | | | |
| 1891 | 49,81,196 | 60,053 | 1·21 | 2,03,779 | −1,43,726 | 8,53,46,148 | 13,52,172 | 1·59 | 33,12,200 | −19,60,028 |
| 1892 | 49,87,689 | 34,096 | 0·68 | 1,99,337 | −1,65,241 | 8,65,79,006 | 17,26,260 | 1·99 | 37,23,985 | −19,97,725 |
| 1893 | 49,87,689 | 89,213 | 1·79 | 1,99,484 | −1,10,271 | 8,71,62,843 | 17,00,409 | 1·95 | 41,40,194 | −24,39,785 |
| 1894 | 49,87,689 | 89,289 | 1·79 | 1,99,508 | −1,10,219 | 8,78,06,437 | 22,02,334 | 2·51 | 42,59,815 | −20,57,481 |
| 1895 | 49,90,794 | 76,362 | 1·53 | 1,99,539 | −1,23,177 | 8,81,49,985 | 16,48,360 | 1·87 | 45,97,495 | −29,49,135 |
| 1896 | 49,96,305 | 83,859 | 1·6 | 1,99,745 | −1,15,886 | 9,25,53,896 | 20,47,82[illegible] | 2·18 | 44,23,983 | −24,06,154 |
| 1897 | 49,96,325 | 58,531 | 1·17 | 1,99,794 | −1,41,263 | 9,77,94,421 | 21,06,5[illegible] | 2·46 | 42,53,893 | −18,47,328 |
| 1898 | 49,96,325 | 77,827 | 1·56 | 1,99,853 | −1,22,026 | 9,96,74,805 | 25,11,911 | 2·5[illegible] | 39,99,986 | −14,88,075 |
| 1899 | 49,96,325 | 82,500 | 1·65 | 1,99,852 | −1,17,352 | 10,16,34,072 | 27,82,950 | 2·74 | 39,66,461 | −11,83,511 |
| 1900 | ...* | † 80,754 | ... | † 99,927 | †−19,17 | 10,31,38,00[illegible] | 42,72,[illegible]87 | 4·72 | 38,18,460 | †+10,53,827 |

* Included with the Great

† For the first-half of 1900. The figures for the second-half are

## DIX 30—*continued.*



*income derived by railways which are not guaranteed by the State.*

38, 40 and 47 of Report.)

| WORKED BY COMPANIES. | | | | | | | | | | CLASS OF RAILWAYS. |
|---|---|---|---|---|---|---|---|---|---|---|
| 5′ 6″ | | | | | | | | | | GAUGE. |
| 9 (*i*) | | | | | 11 (*b*) | | | | | Class: No. |
| BHOPAL-ITARSI (BRITISH SECTION). | | | | | BEZWADA EXTENSION (EAST COAST STATE). | | | | | Railway. |
| Capital expenditure to end of each year. | Net traffic earnings. | Per cent. on Capital outlay. | Interest. | Gain or loss to the State. | Capital expenditure to end of each year. | Net traffic earnings. | Per cent. on Capital outlay. | Interest. | Gain or loss to the State. | Calendar year. |
| Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | | Rs. | Rs. | |
| | | | | | | | | | | 1879 |
| | | | | | | | | | | 1880 |
| | | | | | | | | | | 1881 |
| | | | | | | | | | | 1882 |
| | | | | | | | | | | 1883 |
| | | | | | | | | | | 1884 |
| They will be furnished in next year's report. | | | | | | | | | | 1885 |
| | | | | | | | | | | 1886 |
| | | | | | | | | | | 1887 |
| | | | | | | | | | | 1888 |
| | | | | | | | | | | 1889 |
| | | | | | | | | | | 1890 |
| 15,13,568 | 48,607 | 3·21 | 57,713 | — 9,106 | 14,11,077 | 28,699 | 2·03 | 56,266 | —27,567 | 1891 |
| 17,46,208 | 56,397 | 3·23 | 69,131 | —12,734 | 14,17,674 | 28,347 | 2·00 | 56,584 | —28,237 | 1892 |
| 20,25,058 | 52,038 | 2·57 | 78,429 | —26,391 | 14,21,456 | 33,972 | 2·39 | 56,888 | —22,916 | 1893 |
| 21,71,496 | 61,455 | 2·83 | 83,509 | —22,054 | 14,26,901 | 71,270 | 5·00 | 57,122 | +14,148 | 1894 |
| 22,47,963 | 46,114 | 2·05 | 89,323 | —43,209 | 14,31,642 | 95,119 | 6·64 | 57,239 | +37,880 | 1895 |
| 22,71,877 | 62,744 | 2·76 | 90,107 | —27,363 | 14,35,588 | 38,496 | 2·68 | 57,406 | —18,910 | 1896 |
| 22,97,134 | 61,135 | 2·66 | 91,806 | —30,671 | 14,95,418 | 56,645 | 3·79 | 58,383 | — 1,738 | 1897 |
| 23,24,365 | 79,435 | 3·42 | 92,477 | —13,042 | 15,01,343 | 95,390 | 6·35 | 59,569 | +35,821 | 1898 |
| 23,61,938 | 84,080 | 3·56 | 93,303 | — 9,223 | 15,02,651 | 1,84,365 | 12·27 | 60,101 | +1,24,264 | 1899 |
| 23,87,339 | 1,27,332 | 5·33 | 95,293 | +32,039 | 15,02,618 | 2,38,989 | 15·90 | 60,106 | +1,78,883 | 1900 |

Indian Peninsula railway.
included with those of the Great Indian Peninsula railway.

*P. T. O.*

**Appendix 30.**
Gain or loss.

**APPEN**

*Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS: OF RAILWAYS. | STATE LINES | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 3' 3⅜" | | | | | | | | | | |
| Class: No. | 10 (*e*) and (*f*). | | | | | | 10 (*i*). | | | | |
| Railway. | RAJPUTANA-MALWA. | | | | | | PÁLANPUR-DEESA. | | | | |
| Calendar year. | Capital expenditure to end of each year. | Net traffic earnings. | Per cent. on Capital outlay. | Interest. | Company's share of net traffic receipts. | Gain or loss to the State. | Capital expenditure to end of each year. | Net traffic earnings. | Per cent. on Capital outlay. | Interest. | Gain or loss to the State. |
| | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | Rs. | | Rs. | Rs. |
| 1879 | | | | | | | | | | | |
| 1880 | | | | | | | | | | | |
| 1881 | | | | | | | | | | | |
| 1882 | | | | | | | | | | | |
| 1883 | | | | | | | | | | | |
| 1884 | | | | | | | | | | | |
| 1885 | | | | | | | The figures for the years 1879 to 1890 could not be completed this year. | | | | |
| 1886 | | | | | | | | | | | |
| 1887 | | | | | | | | | | | |
| 1888 | | | | | | | | | | | |
| 1889 | | | | | | | | | | | |
| 1890 | | | | | | | | | | | |
| 1891 | 13,17,20,440 | 1,23,17,065 | 9'35 | 53,13,844 | 8 78,835 | +61,24,386 | ... | ... | ... | ... | ... |
| 1892 | 14,34,24,072 | 1,32,14,774 | 9'21 | 56,14,176 | 13,45,763 | +62,54,835 | 46,746 | ... | ... | 1,031 | —1,031 |
| 1893 | 14,30,06,325 | 1,33,25,640 | 9'32 | 57,00,808 | 13,24,918 | +62,99,914 | 1,78,953 | 1,110 | 0'63 | 5,371 | —4,261 |
| 1894 | 14,72,89,588 | 1,54,75,342 | 10'51 | 58,77,844 | 15,63,148 | +80,34,350 | 2,14,601 | 11,781 | 5'49 | 8,783 | +2,998 |
| 1895 | 15,05,55,687 | 1,44,02,358 | 9'57 | 59,78,606 | 16,21,635 | +68,02,117 | 2,15,374 | 11,512 | 5'35 | 8,378 | +3,134 |
| 1896 | 15,03,08,348 | 1,13,79,807 | 7'57 | 60,63,242 | 9,93,351 | +43,23,214 | 2,32,746 | 15,072 | 6'47 | 9,149 | +5,923 |
| 1897 | 14,94,51,054 | 1,00,97,008 | 6'76 | 60,48,581 | 5,09,720 | +35,38,707 | 2,33,264 | 12,243 | 5'25 | 9,305 | +2,938 |
| 1898 | 15,03,74,730 | 1,19,05,991 | 7'91 | 60,77,309 | 9,53,967 | +48,74,715 | 2,33,264 | 11,628 | 4'99 | 9,331 | +2,297 |
| 1899 | 15,14,26,773 | 1,47,30,148 | 9'73 | 60,92,658 | 9,92,364 | +76,45,126 | 2,33,264 | 13,618 | 5'84 | 9,330 | +4,288 |
| 1900 | 15,31,25,211 | 1,60,55,050 | 10'48 | 61,35,151 | 21,67,610 | +77,52,289 | 2,33,264 | 12,616 | 5'41 | 9,330 | +3,286 |

## DIX 30—*continued.*



*income derived by railways which are not guaranteed by the State.*

38, 40 and 47 of Report.)

| WORKED BY COMPANIES. | | | | | | | | | | CLASS : OF RAILWAYS. |
|---|---|---|---|---|---|---|---|---|---|---|
| 3′ 3⅜″ | | | | | | | | | | GAUGE. |
| 15 | | | | | 17 (b). | | | | | Class : No. |
| ASSAM-BENGAL. | | | | | BENGAL AND NORTH-WESTERN (TIRHOOT SECTION). | | | | | Railway. |
| Capital expenditure to end of each year. | Net traffic earnings. | Per cent. on Capital outlay. | Interest. | Gain or loss to the State. | Capital expenditure to end of each year. | Net traffic earnings. | Per cent. on Capital outlay. | Interest. | Gain or loss to the State | Calendar year. |
| Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | | Rs. | Rs. | |
| | | | | | | | | | | 1879 |
| | | | | | | | | | | 1880 |
| | | | | | | | | | | 1881 |
| | | | | | | | | | | 1882 |
| | | | | | | | | | | 1883 |
| | | | | | | | | | | 1884 |
| They will be furnished in next year's report. | | | | | | | | | | 1885 |
| | | | | | | | | | | 1886 |
| | | | | | | | | | | 1887 |
| | | | | | | | | | | 1888 |
| | | | | | | | | | | 1889 |
| | | | | | | | | | | 1890 |
| 153,203 | ... | ... | 5,893 | —5,893 | 2,34,99,148 | 13,53,848 | 5·76 | 9,34,385 | + 4,19,463 | 1891 |
| 30,16,133 | ... | ... | 2,66,378 | —2,66,378 | 2,43,25,804 | 13,15,815 | 5·41 | 9,50,025 | + 3,65,790 | 1892 |
| 1,07,63,192 | ... | ... | 6,09,987 | —6,09,987 | 2,49,02,833 | 13,43,133 | 5·39 | 10,01,205 | + 3,41,928 | 1893 |
| 2,46,89,198 | ... | ... | 8,76,954 | —8,76,954 | 2,50,08,061 | 14,63,223 | 5·85 | 9,98,388 | + 4,64,835 | 1894 |
| 4,04,38,298 | —8,047 | ... | 13,95,636 | —14,03,683 | 2,56,02,092 | 14,88,367 | 5·81 | 10,18,013 | + 4,70,354 | 1895 |
| 5,21,39,304 | 33,238 | 0·06 | 23,73,034 | —23,39,796 | 2,60,38,655 | 14,85,330 | 5·70 | 10,27,821 | + 4,57,509 | 1896 |
| 6,37,67,401 | 72,214 | 0·11 | 22,56,279 | —21,84,065 | 3,11,00,098 | 15,54,907 | 5·00 | 10,38,630 | + 5,16,277 | 1897 |
| 7,56,41,721 | 54,551 | 0·07 | 24,45,275 | —23,90,724 | 3,46,48,176 | 15,91,183 | 4·59 | 13,18,764 | + 2,72,419 | 1898 |
| 8,69,56,236 | 3,22,704 | 0·37 | 28,63,084 | —25,40,380 | 3,80,27,333 | 13,80,161 | 3·63 | 14,62,603 | —82,442 | 1899 |
| 9,56,01,772 | 3,64,364 | 0·38 | 33,31,390 | —29,67,026 | 4,30,15,249 | 15,16,850 | 3·53 | 16,19,231 | —1,02,381 | 1900 |

**Appendix 30.**
Gain or loss.

**APPEN**

*Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS: OF RAILWAYS. | STATE LINES | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 3' 3⅜" | | | | | | | | | | | |
| Class: No. | 18 (b). | | | | | | 19 (c). | | | | | |
| Railway. | ROHILKUND AND KUMAON (LUCKNOW-BAREILLY SECTION). | | | | | | SHADIPALLI-BALOTRA (BRITISH SECTION). | | | | | |
| Calendar year. | Capital expenditure to end of each year. | Net traffic earnings. | Per cent. on Capital outlay. | Interest | Company's share of net traffic receipts. | Gain or loss to the State. | Capital expenditure to end of each year. | Net traffic earnings. | Per cent. on Capital outlay. | Interest. | Gain or loss to the State. | |
| | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | Rs. | | Rs. | Rs. | |
| 1879 | | | | | | | | | | | | |
| 1880 | | | | | | | | | | | | |
| 1881 | | | | | | | | | | | | |
| 1882 | | | | | | | | | | | | |
| 1883 | | | | | | | | | | | | |
| 1884 | | | | | | | | | | | | |
| 1885 | | | | | | | | | | | | |
| 1886 | | | | | | | | | | | | |
| 1887 | | | | | | | | | | | | |
| 1888 | | | | | | | | | | | | |
| 1889 | | | | | | | | | | | | |
| 1890 | | | | | | | | | | | | |
| 1891 | 79,17,846 | 1,73,011 | 2·19 | 2,72,065 | ... | — 99,054 | ... | ... | ... | ... | ... | |
| 1892 | 81,66,804 | 2,74,601 | 3·36 | 3,07,651 | 11,501 | — 44,551 | ... | ... | ... | ... | ... | |
| 1893 | 83,89,362 | 2,73,541 | 3·26 | 3,26,770 | 2,135 | — 55,364 | ... | ... | ... | ... | ... | |
| 1894 | 85,93,058 | 4,48,218 | 5·22 | 3,45,323 | 79,310 | + 23,585 | ... | ... | ... | ... | ... | |
| 1895 | 87,22,466 | 3,13,116 | 3·59 | 3,56,596 | 15,834 | — 59,314 | ... | ... | ... | ... | ... | |
| 1896 | 89,63,620 | 3,02,071 | 3·37 | 3,48,885 | 13,415 | — 60,229 | ... | ... | ... | ... | ... | |
| 1897 | 93,02,715 | 3,35,776 | 3·61 | 3,61,550 | 26,980 | — 52,754 | ... | ... | ... | ... | ... | |
| 1898 | 94,90,476 | 5,00,200 | 5·27 | 3,64,852 | 66,721 | + 68,627 | 1,81,976 | ... | ... | 4,046 | — 4,046 | |
| 1899 | 94,97,485 | 6,33,355 | 6·63 | 3,65,537 | 76,332 | + 1,91,486 | 15,09,205 | ... | ... | 33,824 | — 33,824 | |
| 1900 | 99,21,432 | 6,51,957 | 6·57 | 3,73,097 | 1,47,611 | + 1,31,249 | 23,10,307* | 554 | 0·02 | 1,05,012 | —1,04,458 | |

The figures for the years 1879 to 1890 could not be completed this year.

* Including the Hyderabad-Rahoki section.

## DIX 30—*continued.*

*income derived by railways which are not guaranteed by the State.*

38, 40 and 47 of Report.)

WORKED BY COMPANIES.

| CLASS OF RAILWAYS. | 3′ 3⅜″. | | | | | | 22 (*a*). | | | | | | SOUTHERN MAHRATTA. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | | | | | | | | | | | | | | | | | | |
| Class: No. | 22 (*b*). | | | | | | | | | | | | | | | | | |
| Railway. | MYSORE SECTION (SOUTHERN MAHRATTA). | | | | | | | | | | | | | | | | | |
| Calendar year. | Capital expenditure to end of each year. | Net traffic earnings. | Per cent. on Capital outlay. | Interest. | Company's share of net traffic receipts. | Gain or loss to the State. | Capital expenditure to end of each year. | Net traffic earnings. | Per cent. on Capital outlay. | Interest. | Company's share of net traffic receipts. | Gain or loss to the State. | Capital expenditure to end of each year. | Net traffic earnings. | Per cent. on Capital outlay. | Interest. | Company's share of net traffic receipts. | Gain or loss to the State. |
| | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | | | | | | |
| 1879 | | | | | | | | | | | | | | | | | | |
| 1880 | | | | | | | | | | | | | | | | | | |
| 1881 | | | | | | | | | | | | | | | | | | |
| 1882 | | | | | | | | | | | | | | | | | | |
| 1883 | | | | | | | | | | | | | | | | | | |
| 1884 | They will be furnished in next year's report. | | | | | | | | | | | | | | | | | |
| 1885 | | | | | | | | | | | | | | | | | | |
| 1886 | | | | | | | | | | | | | | | | | | |
| 1887 | | | | | | | | | | | | | | | | | | |
| 1888 | | | | | | | | | | | | | | | | | | |
| 1889 | | | | | | | | | | | | | | | | | | |
| 1890 | | | | | | | | | | | | | | | | | | |
| 1891 | 9,42,66,041 | 16,29,919 | 1·72 | 35,89,851 | 2,58,845 | —22,18,777 | 1,50,76,285 | 4,43,717 | 2·94 | 6,54,850 | 96,004 | —3,07,137 | | | | | | |
| 1892 | 9,61,10,671 | 13,47,999 | 1·40 | 31,85,511 | 3,43,266 | —21,80,778 | 1,46,36,205 | 4,47,406 | 3·06 | 7,29,624 | 1,01,305 | —3,83,023 | | | | | | |
| 1893 | 9,45,71,662 | 23,16,567 | 2·45 | 35,42,479 | 5,34,949 | —17,60,861 | 1,46,42,217 | 6,74,705 | 4·61 | 7,70,439 | 1,64,670 | —2,60,404 | | | | | | |
| 1894 | 9,51,44,496 | 20,18,567 | 2·12 | 45,87,598 | 5,57,556 | —31,26,587 | 1,47,60,293 | 4,76,156 | 3·23 | 8,38,525 | 1,43,566 | —5,05,935 | | | | | | |
| 1895 | 9,56,02,591 | 25,88,948 | 2·71 | 46,80,290 | 5,22,407 | —26,13,749 | 1,49,22,452 | 6,30,769 | 4·23 | 8,70,947 | 1,23,096 | —3,63,274 | | | | | | |
| 1896 | 9,60,94,788 | 29,11,959 | 3·03 | 44,45,740 | 7,23,698 | —22,57,479 | 1,51,08,257 | 6,76,873 | 4·48 | 8,21,588 | 1,71,768 | —3,16,483 | | | | | | |
| 1897 | 9,67,12,838 | 27,82,625 | 2·88 | 42,62,886 | 6,97,133 | —21,77,394 | 1,51,99,757 | 7,95,147 | 5·23 | 7,75,708 | 1,80,992 | —1,61,553 | | | | | | |
| 1898 | 9,74,67,550 | 15,02,414 | 1·54 | 41,10,275 | 5,44,277 | —31,52,138 | 1,55,07,319 | 4,13,421 | 2·67 | 7,38,461 | 1,66,986 | —4,92,026 | | | | | | |
| 1899 | 9,78,60,569 | 18,95,002 | 1·94 | 40,10,557 | 3,85,332 | —25,00,887 | 1,56,75,416 | 3,29,033 | 2·10 | 7,21,117 | 76,861 | —4,68,945 | | | | | | |
| 1900 | 9,82,62,274 | 22,83,366 | 2·32 | 40,02,119 | 5,81,807 | —23,00,560 | 1,58,70,510 | 4,71,201 | 2·97 | 7,18,200 | 1,11,070 | —3,58,069 | | | | | | |

P. T. O.

Appendix 30.
Gain or loss.

# APPEN

## *Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS: OF RAILWAYS. | STATE LINES | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 3′ 3⅜″. | | | | | | | | | | | | | | |
| Class: No. | 22 (*c*). | | | | | 24 (*a*). | | | | | | 24 (*b*). | | | | |
| Railway. | GUNTAKAL-MYSORE FRONTIER. | | | | | SOUTH INDIAN. | | | | | | MÁYAVARAM-MUTUPET. | | | | |
| Calendar year. | Capital expenditure to end of each year. | Net traffic earnings. | Per cent. on Capital outlay. | Interest | Gain or loss to the State. | Capital expenditure to end of each year. | Net traffic earnings. | Per cent. on Capital outlay. | Interest and annuity. | Company's share of net traffic receipts. | Gain or loss to the State. | Capital expenditure to end of each year. | Net traffic earnings. | Per cent on Capital outlay. | Interest. | Gain or loss to the State. |
| | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | Rs. | | Rs. | Rs. |
| 1879 | | | | | | | | | | | | | | | | |
| 1880 | | | | | | | | | | | | | | | | |
| 1881 | | | | | | | | | | | | | | | | |
| 1882 | | | | | | | | | | | | | | | | |
| 1883 | | | | | | | | | | | | | | | | |
| 1884 | | | | | | | | | | | | | | | | |
| 1885 | | | | | | | | | | | | | | | | |
| 1886 | | | | | | | | | | | | | | | | |
| 1887 | | | | | | | | | | | | | | | | |
| 1888 | | | | | | | | | | | | | | | | |
| 1889 | | | | | | | | | | | | | | | | |
| 1890 | | | | | | | | | | | | | | | | |
| 1891 | ... | ... | ... | ... | ... | 8,39,44,964 | 23,58,724 | 2·81 | 35,89,736 | ... | −12,31,012 | 4,82,149 | ... | ... | 10,873 | −10,873 |
| 1892 | ... | ... | ... | ... | ... | 8,50,16,920 | 27,77,005 | 3·27 | 39,51,093 | ... | −11,74,088 | 13,84,423 | ... | ... | 37,331 | −37,331 |
| 1893 | 58,39,806 | 78,955 | 1·35 | 4,67,933 | −3,88,978 | 8,30,64,202 | 30,34,332 | 3·65 | 38,58,152 | ... | − 8,23,820 | 21,62,957 | ... | ... | 70,947 | −70,947 |
| 1894 | 58,58,414 | 1,27,874 | 2·18 | 2,34,529 | −1,06,655 | 8,31,46,521 | 32,83,865 | 3·95 | 42,81,812 | 1,06,449 | −11,04,396 | 23,79,123 | 62,942 | 2·65 | 1,00,701 | − 37,759 |
| 1895 | 58,71,739 | 1,81,657 | 3·09 | 2,34,639 | −52,982 | 8,35,71,763 | 38,96,987 | 4·66 | 42,77,578 | 2,55,271 | − 6,35,862 | 24,47,438 | 93,669 | 3·83 | 95,700 | − 2,031 |
| 1896 | 59,00,158 | 2,10,690 | 3·57 | 2,35,616 | −24,926 | 8,34,96,484 | 40,27,489 | 4·81 | 40,60,677 | 2,51,567 | − 2,84,755 | 24,49,680 | 99,361 | 4·06 | 97,861 | + 1,500 |
| 1897 | 59,02,493 | 2,75,983 | 4·68 | 2,36,000 | +39,983 | 8,33,80,017 | 42,96,757 | 5·15 | 38,76,142 | 3,25,390 | + 95,225 | 24,91,854 | 1,11,496 | 4·47 | 99,159 | + 12,337 |
| 1898 | 58,98,866 | 1,32,471 | 2·25 | 2,36,026 | −1,03,555 | 8,12,55,032 | 38,35,527 | 4·72 | 37,49,521 | 3,06,473 | − 2,20,467 | 24,94,905 | 77,627 | 3·11 | 99,843 | − 22,216 |
| 1899 | 58,98,608 | 1,28,459 | 2·18 | 2,35,996 | −1,07,537 | 8,21,15,782 | 39,83,540 | 4·85 | 36,39,891 | 2,45,608 | + 98,041 | 24,97,355 | 96,798 | 3·88 | 99,845 | − 3,047 |
| 1900 | 59,00,046 | 1,57,837 | 2·68 | 2,35,960 | −78,123 | 8,37,03,278 | 43,97,916 | 5·25 | 36,77,879 | 3,68,408 | + 3,51,629 | 26,50,776 | 97,782 | 3·69 | 1,02,734 | − 4,952 |

The figures for the years 1879 to 1890 could not be completed this year.

* Including Rs. 67,33,159 on account

**DIX 30—*continued.***



***income derived by railways which are not guaranteed by the State.***

38, 40 and 47 of Report.)

WORKED BY COMPANIES.

| 3' 3⅜" | | | | | | TOTAL STATE LINES WORKED BY COMPANIES. | | | | | | CLASS: OF RAILWAYS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | GAUGE. |
| 25 | | | | | | | | | | | | Class: No. |
| BURMA. | | | | | | | | | | | | Railway. |
| Capital expenditure to end of each year. | Net traffic earnings. | Per cent. on Capital outlay. | Interest. | Companies share of net traffic receipts. | Gain or loss to the State. | Capital expenditure to end of each year. | Net traffic earnings. | Per cent. on Capital outlay. | Interest and annuity. | Companies' share of net traffic receipts. | Gain or loss to the State. | Calendar year. |
| Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | |
| | | | | | | | | | | | | 1879 |
| | | | | | | | | | | | | 1880 |
| | | | | | | | | | | | | 1881 |
| | | | | | | | | | | | | 1882 |
| | | | | | | | | | | | | 1883 |
| | | | | | | | | | | | | 1884 |
| They will be furnished in next year's report. | | | | | | | | | | | | 1885 |
| | | | | | | | | | | | | 1886 |
| | | | | | | | | | | | | 1887 |
| | | | | | | | | | | | | 1888 |
| | | | | | | | | | | | | 1889 |
| | | | | | | | | | | | | 1890 |
| 6,08,31,289 | 23,71,392 | 3·90 | 23,28,287 | ... | + 43,105 | 1,02,21,31,085 | 6,14,93,007 | 6·02 | 4,78,35,676 | 39,52,505 | + 97,06,826 | 1891 |
| 6,64,02,875 | 33,86,088 | 5·10 | 24,90,221 | ... | + 8,95,867 | 1,05,42,88,140 | 6,30,75,411 | 5·98 | 5,08,33,127 | 39,65,195 | + 82,77,089 | 1892 |
| 7,03,47,005 | 22,42,492 | 3·19 | 27,19,995 | ... | —4,77,503 | 1,07,95,96,305 | 6,51,86,184 | 6·04 | 5,65,01,597 | 38,10,444 | + 48,74,143 | 1893 |
| 7,37,14,721 | 23,23,328 | 3·15 | 28,94,375 | ... | —5,71,047 | 1,10,69,29,334 | 6,84,23,638 | 6·18 | 6,00,15,782 | 39,89,796 | + 44,18,060 | 1894 |
| 7,57,29,659 | 27,02,356 | 3·57 | 30,01,163 | ... | —2,98,807 | 1,13,68,84,309 | 7,03,50,859 | 6·19 | 6,34,51,793 | 40,52,344 | + 28,46,722 | 1895 |
| 8,13,44,229 | 29,85,751 | 3·67 | 34,43,442 | ... | —4,57,691 | 1,17,64,18,090 | 6,67,47,980 | 5·67 | 6,41,00,010 | 34,90,838 | —8,42,868 | 1896 |
| 8,73,31,890 | 38,82,673 | 4·45 | 38,31,674 | 1,62,877 | —1,11,878 | 1,23,68,25,841 | 7,20,70,927 | 5·83 | 6,30,82,713 | 43,86,126 | + 46,02,088 | 1897 |
| 9,24,93,509 | 37,88,523 | 4·10 | 39,49,859 | 1,61,076 | —3,22,452 | 1,28,96,39,450 | 7,14,06,766 | 5·54 | 6,21,65,362 | 48,19,386 | + 44,22,018 | 1898 |
| 10,11,17,647 | 35,78,407 | 3·54 | 38,35,209 | 1,24,994 | —3,81,796 | 1,35,89,30,029 | 7,83,48,320 | 5·77 | 6,22,41,970 | 50,08,992 | + 1,10,97,358 | 1899 |
| 11,03,96,635 | 48,94,824 | 4·43 | 38,40,026 | 3,47,606 | + 6,98,192 | 1,39,55,06,128 | 8,94,14,533 | 6·41 | 6,30,37,774 | 56,57,827 | + 2,07,18,932 | 1900 |

of premium paid for the purchase of line.

Appendix 30.
Gain or loss.

# APPEN

## *Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS OF RAILWAYS. | STATE LINES WORKED | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 5′ 6″, 3′ 3⅜″ and 2′ 6″. | | | | | 5′ 6″. | | | | |
| Class : No. | 2 (*a*) and (*b*). | | | | | 5 | | | | |
| Railway. | EASTERN BENGAL. | | | | | EAST COAST. | | | | |
| Calendar year. | Capital expenditure to end of each year. | Net traffic earnings. | Per cent. on Capital outlay. | Interest and annuity. | Gain or loss to the State. | Capital expenditure to end of each year. | Net traffic earnings. | Per cent. on Capital outlay. | Interest. | Gain or loss to the State. |
| | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | | Rs. | Rs. |
| 1879 | | | | | | | | | | |
| 1880 | | | | | | | | | | |
| 1881 | | | | | | | | | | |
| 1882 | | | | | | | | | | |
| 1883 | | | | | | | | | | |
| 1884 | | | | | | | | | | |
| | | | | | | The figures for the years 1879 to 1890 could not be completed this year. | | | | |
| 1885 | | | | | | | | | | |
| 1886 | | | | | | | | | | |
| 1887 | | | | | | | | | | |
| 1888 | | | | | | | | | | |
| 1889 | | | | | | | | | | |
| 1890 | | | | | | | | | | |
| 1891 | 11,24,90,649 | 65,32,100 | 5·81 | 51,49,364 | +13,82,736 | 1,10,69,894 | ... | ... | 2,33,786 | —2,33,786 |
| 1892 | 11,53,92,055 | 62,33,727 | 5·40 | 55,40,103 | +6,93,624 | 2,60,11,131 | ... | ... | 7,41,621 | —7,41,621 |
| 1893 | 11,61,73,626 | 66,35,138 | 5·71 | 56,02,495 | +10,32,643 | 3,58,67,473 | 1,53,732 | 0·43 | 13,48,868 | —11,95,136 |
| 1894 | 11,66,97,311 | 83,53,559 | 7·16 | 59,93,474 | +23,60,085 | 4,39,47,727 | 1,50,921 | 0·34 | 15,92,909 | —14,41,988 |
| 1895 | 11,65,36,758 | 89,74,474 | 7·70 | 60,22,980 | +29,51,494 | 5,09,41,876 | 3,29,184 | 0·65 | 19,12,886 | —15,83,702 |
| 1896 | 11,91,25,239 | 90,02,286 | 7·56 | 58,62,285 | +31,40,001 | 6,33,64,948 | 5,39,901 | 0·85 | 23,72,875 | —18,32,974 |
| 1897 | 12,41,13,831 | 80,60,612 | 6·49 | 59,33,781 | +21,26,831 | 7,22,26,070 | 8,92,453 | 1·23 | 26,96,796 | —18,04,343 |
| 1898 | 12,71,99,245 | 83,35,064 | 6·55 | 59,64,376 | +23,70,688 | 8,24,02,269 | 6,69,831 | 0·81 | 30,98,828 | —24,28,997 |
| 1899 | 13,09,94,403 | 83,01,083 | 6·34 | 60,62,667 | +22,38,416 | 8,65,93,097 | 15,37,294 | 1·78 | 35,14,602 | —19,77,308 |
| 1900 | 13,51,97,243 | 92,46,424 | 6·84 | 62,69,285 | +29,77,139 | 8,80,71,731 | 26,54,794 | 3·01 | 34,46,555 | —7,91,761 |

* Including Rs. 89,20,143 on account
† Including Rs. 1,09,01,388 on account
‡ Including Rs. 1,92,51,702 on account

## DIX 30—*continued.*



*income derived by railways which are not guaranteed by the State.*

38, 40 and 47 of Report.)

BY THE STATES.

| CLASS: OF RAILWAYS. | 5′ 6″ and 3′ 3⅜″ | | | | | 5′ 6″. | | | | | GAUGE. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 7 (*a*) and (*c*). | | | | | 8 (*a*), (*f*) and (*h*). | | | | | Class: No. |
| | OUDH AND ROHILKHAND. | | | | | NORTH WESTERN. | | | | | Railway. |
| Calendar year. | Capital expenditure to end of each year. | Net traffic earnings. | Per cent. on Capital outlay. | Interest and annuity. | Gain or loss to the State. | Capital expenditure to end of each year. | Net traffic earnings. | Per cent. on Capital outlay. | Interest and annuity. | Gain or loss to the State. | |
| | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | | Rs. | Rs. | |
| 1879 | | | | | | | | | | | |
| 1880 | | | | | | | | | | | |
| 1881 | | | | | | | | | | | |
| 1882 | | | | | | | | | | | |
| 1883 | | | | | | | | | | | |
| 1884 | | | | | | | | | | | |
| 1885 | | | | | | | | | | | |
| 1886 | | | | | | | | | | | |
| 1887 | | | | | | | | | | | |
| 1888 | | | | | | | | | | | |
| 1889 | | | | | | | | | | | |
| 1890 | | | | | | | | | | | |
| 1891 | †10,37,39,746 | 49,42,458 | 4·76 | 47,25,666 | +2,16,792 | ‡44,08,53,143 | 1,21,32,521 | 2·75 | 2,00,72,842 | — 79,40,321 | |
| 1892 | 11,43,96,473 | 50,16,329 | 4·39 | 52,79,411 | —2,63,082 | 44,93,12,842 | 94,50,960 | 2·10 | 2,14,10,106 | —1,19,59,146 | |
| 1893 | 11,18,18,680 | 50,17,053 | 4·49 | 55,01,058 | —4,84,005 | 45,92,25,753 | 97,97,643 | 2·13 | 2,18,60,227 | —1,20,62,584 | |
| 1894 | 11,37,88,572 | 57,36,138 | 5·04 | 63,11,123 | —5,74,985 | 46,99,28,097 | 1,28,25,181 | 2·73 | 2,28,22,524 | — 99,97,343 | |
| 1895 | 11,74,06,536 | 52,55,948 | 4·48 | 63,69,949 | —11,14,001 | 48,49,36,634 | 1,64,46,998 | 3·39 | 2,38,18,578 | — 73,71,580 | |
| 1896 | 12,01,70,873 | 43,50,907 | 3·62 | 61,30,729 | —17,79,822 | 50,03,13,064 | 1,18,86,409 | 2·38 | 2,38,79,015 | —1,19,92,606 | |
| 1897 | 12,53,20,627 | 36,96,778 | 2·95 | 59,77,486 | —22,80,708 | 51,00,47,458 | 1,49,78,897 | 2·94 | 2,36,35,489 | — 86,56,592 | |
| 1898 | 12,73,91,601 | 53,07,727 | 4·17 | 58,76,247 | —5,68,520 | 51,58,34,091 | 1,85,74,360 | 3·60 | 2,36,77,308 | — 51,02,948 | |
| 1899 | 13,30,85,811 | 60,76,595 | 4·57 | 59,75,202 | +1,01,393 | 52,22,86,203 | 1,60,89,223 | 3·08 | 2,36,01,607 | — 75,12,384 | |
| 1900 | 13,64,96,257 | 55,91,727 | 4·10 | 62,28,185 | —6,36,458 | 52,78,48,285 | 1,32,19,151 | 2·50 | 2,40,01,846 | —1,07,82,695 | |

They will be furnished in next year's report.

† of premium paid for the purchase of line.
‡ of premium paid for the purchase of line.
† of premium paid for the purchase of line.

P. T. O.

Appendix 30,
Gain or loss.

## APPEN

*Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS: OF RAILWAYS. | STATE LINES WORKED | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 5′ 6″ | | | | | | | | | |
| Class: No. | 8 (*d*). | | | | | 31 | | | | |
| Railway. | HYDERABAD-SHADIPALLI. | | | | | CHERRA-COMPANYGANJ. | | | | |
| Calendar year. | Capital expenditure to end of each year. | Net traffic earnings. | Per cent. on Capital outlay. | Interest. | Gain or loss to the State. | Capital expenditure to end of each year. | Net traffic earnings. | Per cent. on Capital outlay. | Interest. | Gain or loss to the State. |
| | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | | Rs. | Rs. |
| 1879 | | | | | | | | | | |
| 1880 | | | | | | | | | | |
| 1881 | | | | | | | | | | |
| 1882 | | | | | | | | | | |
| 1883 | | | | | | | | | | |
| 1884 | | | | | | The figures for the years 1879 to 1890 could not be completed this year. | | | | |
| 1885 | | | | | | | | | | |
| 1886 | | | | | | | | | | |
| 1887 | | | | | | | | | | |
| 1888 | | | | | | | | | | |
| 1889 | | | | | | | | | | |
| 1890 | | | | | | | | | | |
| 1891 | 2,31,401 | ... | ... | 5,356 | —5,356 | 7,73,282 | —606 | ... | 30,945 | —31,551 |
| 1892 | 16,31,818 | —1,949 | ... | 59,649 | —61,598 | 7,77,609 | 868 | 0·11 | 22,545 | —21,677 |
| 1893 | 16,61,091 | 16,471 | 0·99 | 65,767 | —49,296 | 7,78,390 | 3,408 | 0·44 | 14,595 | —11,187 |
| 1894 | 17,27,619 | 36,062 | 2·09 | 68,940 | —32,878 | 7,80,473 | 4,393 | 0·56 | 14,085 | —9,692 |
| 1895 | 17,74,095 | 46,609 | 2·63 | 71,080 | —24,471 | 7,81,590 | 2,761 | 0·35 | 14,062 | —11,301 |
| 1896 | 18,00,799 | 64,376 | 3·57 | 71,420 | —7,044 | 7,78,151 | 672 | 0·09 | 14,046 | —13,374 |
| 1897 | 18,37,796 | 59,413 | 3·23 | 73,552 | —14,139 | 7,69,121 | —31,922 | ... | 13,644 | —45,566 |
| 1898 | 18,37,796 | 70,159 | 3·82 | 73,507 | —3,348 | 7,70,027 | —1,22,500 | ... | 13,561 | —1,36,061 |
| 1899 | 18,39,743 | 88,463 | 4·81 | 73,556 | +14,907 | 7,69,179 | —34,607 | ... | 13,566 | —48,173 |
| 1900 | 18,61,093 | 65,379 | 3·51 | 73,972 | —8,593 | 7,68,723 | —25,221 | ... | 13,571 | —38,792 |

DIX 30—*continued.*



*income derived by railways which are not guaranteed by the State.*

38, 40 and 47 of Report.)

BY THE STATE.

| CLASS OF RAILWAYS. | 2' 0" | 35 | JORHAT. | TOTAL STATE LINES WORKED BY THE STATE. | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | GAUGE. | Class: No. | Railway. | | | | | | |
| Calendar year. | Capital expenditure to end of each year. | Net traffic earnings. | Per cent. on Capital outlay. | Interest. | Gain or loss to the State. | Capital expenditure to end of each year. | Net traffic earnings. | Per cent. on Capital outlay. | Interest | Gain or loss to the State. |
| | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | | Rs. | Rs. |
| 1879 | | | | | | | | | | |
| 1880 | | | | | | | | | | |
| 1881 | | | | | | | | | | |
| 1882 | | | | | | | | | | |
| 1883 | | | | | | | | | | |
| 1884 | They will be furnished in next year's report | | | | | | | | | |
| 1885 | | | | | | | | | | |
| 1886 | | | | | | | | | | |
| 1887 | | | | | | | | | | |
| 1888 | | | | | | | | | | |
| 1889 | | | | | | | | | | |
| 1890 | | | | | | | | | | |
| 1891 | 7,51,421 | 1,483 | 0·20 | 30,026 | —28,543 | 66,99,09,536 | 2,36,07,956 | 3·52 | 3,02,47,985 | —66,40,029 |
| 1892 | 7,54,791 | 11,789 | 1·56 | 30,107 | —18,318 | 70,82,76,719 | 2,07,11,724 | 2·92 | 3,30,83,542 | —1,23,71,818 |
| 1893 | 7,99,680 | 14,436 | 1·81 | 32,013 | —17,577 | 72,63,24,693 | 2,16,37,881 | 2·98 | 3,44,25,023 | —1,27,87,142 |
| 1894 | 8,18,184 | 11,201 | 1·37 | 32,587 | —21,386 | 74,76,87,983 | 2,71,17,455 | 3·63 | 3,68,35,642 | —97,18,187 |
| 1895 | 8,28,409 | 18,720 | 2·26 | 32,919 | —14,199 | 77,32,05,898 | 3,10,74,694 | 4·02 | 3,82,42,454 | —71,67,760 |
| 1896 | 8,65,300 | 13,745 | 1·59 | 33,592 | —19,847 | 80,64,18,374 | 2,58,58,296 | 3·21 | 3,83,63,962 | —1,25,05,666 |
| 1897 | 9,02,416 | 14,124 | 1·57 | 36,102 | —21,978 | 83,52,17,319 | 2,76,70,355 | 3·31 | 3,83,66,850 | —1,06,96,495 |
| 1898 | 9,09,445 | 20,135 | 2·21 | 36,179 | —16,044 | 85,63,44,474 | 3,28,54,776 | 3·84 | 3,87,40,006 | —58,85,230 |
| 1899 | 9,31,626 | —5,946 | ... | 37,228 | —43,174 | 87,65,00,062 | 3,20,52,105 | 3·66 | 3,92,78,428 | —72,26,323 |
| 1900 | 9,08,643 | —15,664 | ... | 36,341 | —52,005 | 89,11,51,975 | 3,07,36,590 | 3·45 | 4,00,69,755 | —93,33,165 |

**Appendix 30.**
Gain or loss.

# APPEN

*Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS: OF RAILWAYS. | LINES OWNED BY GUARAN | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 5′ 6″. | | | | | | | | | |
| Class: No. | 9 (a) | | | | | 10 (a) | | | | |
| Railway. | GREAT INDIAN PENINSULA. | | | | | BOMBAY, BARODA AND CETRAL INDIA. | | | | |
| Calendar year. | Capital withdrawn for expenditure to end of each year. | Net traffic earnings. | Guaranteed interest. | Company's share of net traffic receipts. | Gain or loss to the State. | Capital withdrawn for expenditure to end of each year. | Net traffic earnings. | Guaranteed Interest. | Company's share of net traffic receipts. | Gain or loss to the State. |
| | £ | Rs. | Rs. | Rs. | Rs. | £ | Rs. | Rs. | Rs. | Rs. |
| 1879 | | | | | | | | | | |
| 1880 | | | | | | | | | | |
| 1881 | | | | | | | | | | |
| 1882 | | | | | | | | | | |
| 1883 | | | | | | | | | | |
| 1884 | | | | | | The figures for the years 1879 to 1890 could not be completed this year. | | | | |
| 1885 | | | | | | | | | | |
| 1886 | | | | | | | | | | |
| 1887 | | | | | | | | | | |
| 1888 | | | | | | | | | | |
| 1889 | | | | | | | | | | |
| 1890 | | | | | | | | | | |
| 1891 | 25,439,314 | 2,32,50,708 | 1,67,57,262 | 51,89,008 | +13,04,438 | † 8,762,123 | 82,25,120 | 58,61,996 | 18,06,348 | +5,56,776 |
| 1892 | 25,411,582 | 2,01,95,097 | 1,88,04,314 | 38,13,506 | −24,22,723 | 8,756,801 | 81,30,959 | 65,57,945 | 17,86,755 | −2,13,741 |
| 1893 | 25,418,604 | 1,79,90,922 | 1,91,65,618 | 29,25,476 | −41,00,172 | 8,823,632 | 95,78,044 | 66,44,227 | 25,09,537 | +4,24,280 |
| 1894 | 25,585,002 | 1,62,42,786 | 2,18,32,651 | 30,40,331 | −86,30,196 | 8,960,037 | 1,00,70,974 | 76,09,071 | 27,35,713 | −2,73,810 |
| 1895 | 25,624,430 | 1,47,16,901 | 2,16,97,060 | 16,20,361 | −86,00,520 | 9,147,505 | 1,09,37,063 | 77,03,258 | 31,37,619 | +96,186 |
| 1896 | 25,577,674 | 1,54,05,060 | 2,02,18,872 | 21,53,257 | −69,67,069 | 9,456,068 | 89,00,862 | 73,03,613 | 20,78,128 | −4,80,879 |
| 1897 | 25,601,181 | 93,83,654 | 1,89,46,479 | ... | −95,62,825 | 9,745,104 | 64,70,202 | 69,36,853 | 9,51,545 | −14,18,196 |
| 1898 | 25,808,652 | 1,41,02,053 | 1,83,20,513 | 13,57,327 | −55,75,787 | 9,951,347 | 87,42,205 | 67,87,071 | 19,49,477 | +5,657 |
| 1899 | 26,053,839 | 1,56,57,520 | 1,79,65,944 | 17,77,032 | −40,85,456 | 10,263,391 | 92,90,365 | 67,46,668 | 21,68,922 | +3,74,775 |
| 1900 | ‡* 25,082,781 | * 95,37,130 | * 89,65,500 | * 14,48,203 | * −8,76,573 | 10,333,137 | 82,28,632 | 68,35,449 | 15,68,577 | −1,75,394 |
| | Rs. 42,77,73,32 § | 66,30,083 ** | 1,19,23,156 ** | ... | −52,93,073 ** | | | | | |

* For first-half
† Excluding the outlay Rs. 8,08,405 on the Patri branch which
‡ Capital withdrawn by the Guaranteed Company to 30th June
§ Capital expenditure to 31st December 1900, including expenditure on the Wardha Coal
** For second-half

## DIX 30—*continued.*

*income derived by railways which are not guaranteed by the State.*

38, 40 and 47 of Report.)

TEED COMPANIES.

| 5′ 6″ | | | | | TOTAL GUARANTEED LINES. | | | | | TOTAL GAIN OR LOSS TO THE STATE FROM RAILWAYS. | CLASS: OF RAIL-WAYS. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 (*a*) | | | | | | | | | | | GAUGE. |
| MADRAS. | | | | | | | | | | | Class: No. |
| | | | | | | | | | | | Railway. |
| Capital withdrawn for expenditure to end of each year. | Net traffic earnings. | Guaranteed Interest. | Company's share of net traffic receipts. | Gain or loss to the State. | Capital withdrawn for expenditure to end of each year. | Net traffic earnings. | Guaranteed Interest. | Companies' share of net traffic receipts. | Gain or loss to the State. | | Calendar year. |
| £ | Rs. | Rs. | Rs. | Rs. | £ | Rs. | Rs. | Rs. | Rs. | Rs. | |
| | | | | | | | | | | | 1879 |
| | | | | | | | | | | | 1880 |
| | | | | | | | | | | | 1881 |
| | | | | | | | | | | | 1882 |
| | | | | | | | | | | | 1883 |
| | | | | | | | | | | | 1884 |
| They will be furnished in next year's report. | | | | | | | | | | | 1885 |
| | | | | | | | | | | | 1886 |
| | | | | | | | | | | | 1887 |
| | | | | | | | | | | | 1888 |
| | | | | | | | | | | | 1889 |
| | | | | | | | | | | | 1890 |
| 10,903,942 | 39,06,529 | 73,92,186 | ... | —34,85,657 | 45,105,379 | 3,53,82,357 | 3,00,11,444 | 69,95,356 | —16,24,443 | + 14,42,354 | 1891 |
| 10,979,085 | 42,92,133 | 83,62,369 | ... | —40,70,236 | 45,147,468 | 3,26,18,189 | 3,37,24,628 | 56,00,261 | —67,06,700 | —1,08,01,429 | 1892 |
| 11,035,704 | 54,21,742 | 84,82,732 | ... | —30,60,990 | 45,277,940 | 3,29,90,708 | 3,42,92,577 | 54,35,013 | —67,36,882 | —1,46,49,881 | 1893 |
| 11,048,154 | 49,47,863 | 96,56,469 | ... | —47,08,606 | 45,393,193 | 3,12,61,623 | 3,90,98,191 | 57,76,044 | —1,36,12,612 | —1,89,12,739 | 1894 |
| 11,081,749 | 58,10,310 | 96,17,435 | 53,195 | —38,60,320 | 45,853,684 | 3,14,64,274 | 3,90,17,753 | 48,11,175 | —1,23,64,654 | —1,66,85,692 | 1895 |
| 11,105,608 | 53,85,291 | 89,92,684 | ... | —36,07,393 | 46,139,350 | 2,96,91,213 | 3,65,15,169 | 42,31,385 | —1,10,55,341 | —2,44,03,875 | 1896 |
| 11,136,169 | 59,82,565 | 84,81,597 | 91,135 | —25,90,167 | 46,482,454 | 2,18,36,421 | 3,43,64,929 | 10,42,680 | —1,35,71,188 | —1,96,65,595 | 1897 |
| 11,197,627 | 54,12,657 | 82,40,191 | 90,546 | —29,18,080 | 46,957,626 | 2,82,56,915 | 3,33,47,775 | 33,97,350 | —84,88,210 | —99,51,472 | 1898 |
| 11,288,477 | 50,16,254 | 80,58,144 | ... | —30,41,890 | 47,605,707 | 2,99,74,139 | 3,27,70,756 | 39,45,954 | —67,52,571 | —28,81,536 | 1899 |
| 11,490,267 | 53,70,840 | 81,24,701 | ... | —27,53,881 | 47,806,191 / Rs. 42,77,73,327 | 2,97,66,665 | 3,58,48,806 | 30,16,780 | —90,98,921 | + 22,86,846 | 1900 |

of 1900.
is included under "Unclassified expenditure."
1900, on which date the line was purchased by the State.
and Dhond-Manmád railways and Rs. 12,24,41,611 for premium paid for the purchase of line.
of 1900.

*P. T. O.*

**Appendix 30.**
Gain or loss.

**APPEN**

*Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS : OF RAILWAYS. / GAUGE. / Class : No. / Railway. / Calendar year. | COLLIERIES. Capital expenditure to end of each year. | COLLIERIES. Net earnings. | COLLIERIES. Per cent. on Capital outlay | COLLIERIES. Interest. | COLLIERIES. Gain or loss to the State. | OTHER CHARGES. Unclassified expenditure. Capital outlay. | OTHER CHARGES. Unclassified expenditure. Gain or loss to the State. | OTHER CHARGES. 39. Guaranteed companies—Land and supervision. | OTHER CHARGES. 40. Subsidised companies—Land, interest and subsidy. | OTHER CHARGES. 41. Miscellaneous railway expenditure. | GRAND TOTAL GAIN OR LOSS TO THE STATE. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| 1879 . . | | | | | | | | | | | |
| 1880 . . | | | | | | | | | | | |
| 1881 . . | | | | | | | | | | | |
| 1882 . . | | | | | | | | | | | |
| 1883 . . | | | | | | | | | | | |
| 1884 . . | | | | | | | | | | | |
| 1885 . . | | | | | | | | | | | |
| 1886 . . | | | | | | | | | | | |
| 1887 . . | | | | | | | | | | | |
| 1888 . . | | | | | | | | | | | |
| 1889 . . | | | | | | | | | | | |
| 1890 . . | | | | | | | | | | | |
| 1891 . . | 24,75,244 | 1,63,447 | 6·60 | 1,00,320 | + 63,127 | 63,50,103 | —2,53,834 | 1,92,570 * | 3,31,300 * | 9,20,600 * | —1,92,823 |
| 1892 . . | 25,53,361 | 58,863 | 2·31 | 1,01,844 | —42,981 | 63,19,388 | —2,61,588 | 2,94,230 * | 2,90,260 * | —1,08,600 * | —1,15,81,888 |
| 1893 . . | 25,54,329 | 50,120 | 1·96 | 1,02,660 | —52,540 | 64,91,787 | —2,61,790 | 3,40,040 * | 2,10,000 * | 10,34,390 * | —1,65,48,641 |
| 1894 . . | 30,84,484 | 76,102 | 2·47 | 1,16,121 | —40,019 | 65,60,878 | —2,62,080 | 3,15,410 * | 1,66,940 * | 10,03,600 * | —2,07,00,788 |
| 1895 . . | 30,96,232 | 1,09,765 | 3·55 | 1,22,496 | —12,731 | 66,67,155 | —2,64,714 | 2,88,080 * | 1,82,510 * | 7,16,490 * | —1,81,50,217 |
| 1896 . . | 30,84,097 | 1,65,096 | 5·35 | 1,23,225 | + 41,871 | 66,89,067 | —2,67,564 | —15,938 | 6,96,486 | 5,81,805 | —2,58,91,921 |
| 1897 . . | 30,74,712 | 1,41,307 | 4·60 | 1,23,765 | + 17,542 | 67,40,736 | —2,69,474 | 1,61,611 | 9,58,305 | 5,87,519 | —2,16,24,962 |
| 1898 . . | 29,49,005 | 2,11,183 | 7·16 | 1,20,269 | + 90,914 | 67,55,803 | —2,71,796 | 2,98,114 | 6,75,823 | 56,973 | —1,11,63,214 |
| 1899 . . | 28,35,874 | 1,74,385 | 6·15 | 81,628 | + 92,757 | 73,79,773 | —2,90,852 | 7,26,013 | 2,84,004 | 5,16,639 | —46,06,287 |
| 1900 . . | 16,65,993 | 2,03,523 | 12·22 | 68,646 | + 1,34,877 | 73,87,308 | —3,24,506 | 2,68,754 | 70,061 † | 8,86,011 | +8,72,391 |

The figures for the years 1879 to 1890 could not be completed this year.

* For official years, as the figures

† Arrived at thus:
Total charge . . . . . .
*Deduct*—Repayment of advances of interest . . . . . .

**DIX 30—*continued.***

**Appendix 30.**
Gain or loss.

*income derived by railways which are not guaranteed by the State.*

38, 40 and 47 of Report).

| State expenditure on Patri branch. | Capital expenditure on surveys (excluding abandoned surveys). | Stores suspense balances. | LINES UNDER CONSTRUCTION. | | | | | | | | Calendar year. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 2′ 0″ | 5′ 6″ | 5′ 6″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | TOTAL. | |
| | | | 1 (*f*) | 8 (*g*) | 10 (*e*) | 10 (*m*) | 10 (*n*) | 12 (*d*) | 24 (*e*) | | |
| | | | Kalka-Simla. | Ludhiana-Dhuri-Jakhal. | Petlad-Cambay. | Jaipur. | Vijapur-Kalol. | Shoranur-Cochin. | Tinnevelly (Quilon) (Travancore) Branch (Native State Section). | | |
| | | | Capital outlay. | Capital outlay. | Capital outlay. | Capital outlay. | Capital outlay. | Capital outlay. | Capital outlay. | Capital outlay. | |
| Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | |
| | | | | | | | | | | | 1879 |
| | | | | | | | | | | | 1880 |
| | | | | | | | | | | | 1881 |
| | | | | | | | | | | | 1882 |
| | | | | | | | | | | | 1883 |
| | | | | | | | | | | | 1884 |

They will be furnished in next year's report.

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | 1885 |
| | | | | | | | | | | | 1886 |
| | | | | | | | | | | | 1887 |
| | | | | | | | | | | | 1888 |
| | | | | | | | | | | | 1889 |
| | | | | | | | | | | | 1890 |
| 8,08,405 | 49 35,844 | 8,40,529 | ... | ... | ... | ... | ... | ... | ... | ... | 1891 |
| 8,08,405 | 46,36,757 | 34,12,093 | ... | ... | ... | ... | ... | ... | ... | ... | 1892 |
| 8,08,405 | 38,55,759 | 8,56,505 | ... | ... | ... | ... | ... | ... | ... | ... | 1893 |
| 8,08,405 | 47,13,172 | 16,31,104 | ... | ... | ... | ... | ... | ... | ... | ... | 1894 |
| 8,08,405 | 51,48,973 | 17,12,436 | ... | ... | ... | ... | ... | ... | ... | ... | 1895 |
| 8,08,405 | 49,73,509 | 21,31,290 | ... | ... | ... | ... | ... | ... | ... | ... | 1896 |
| 8,08,405 | 49,11,956 | 5,60,764 | ... | ... | ... | 33,457 | ... | ... | ... | 33,457 | 1897 |
| 8,08,405 | 48,66,514 | 4,23,362 | ... | 37,076 | ... | 1,25,646 | ... | 53,921 | ... | 2,16,643 | 1898 |
| 8,08,405 | 51,02,708 | 9 26,315 | 5,53,228 | 72,078 | 8,353 | 4,44,495 | 7,534 | 80,927 | 38,187 | 12,04,822 | 1899 |
| 8,08,405 | 54,70,849 | 5,89,959 | 13,18,465 | 23,25,207 | 8,42,540 | 7,33,467 | 29,885 | 28,47,394 | 8,16,407 | 89,13,365 | 1900 |

for calendar years are not available.

| Rs. |
|---|
| 3,93,107 |
| 3,23,046 |
| 70,061 |

*P. T. O.*

Appendix 30.
Gain or loss.

## APPEN

*Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS OF RAILWAYS. | ASSISTED | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE | 5′ 6″ | | | | | | | | | | | | | | |
| Class: No. | 1 (*b*) | | | | | | 1 (*c*) | | | | | | 1 (*d*) | | |
| Railway. | DELHI-UMBALLA-KALKA. | | | | | | SOUTH BEHAR. | | | | | | TARKESSAR. | | |
| Calendar year | Capital outlay. (1) | Net traffic earnings. (2) | Percentage of (2) on (1). (3) | Subsidy from Government. (4) | Total Income. (5) | Percentage of (5) on (1). (6) | Capital outlay. (1) | Net earnings (2) | Percentage of (2) on (1). (3) | Rebate from E. I. Ry. (4) | Total income. (5) | Percentage of (5) on (1) (6) | Capital outlay. | Net traffic earnings | Percentage on capital outlay |
| | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | |
| 1879 | | | | | | | | | | | | | | | |
| 1880 | | | | | | | | | | | | | | | |
| 1881 | | | | | | | | | | | | | | | |
| 1882 | | | | | | | | | | | | | | | |
| 1883 | | | | | | | | | | | | | | | |
| 1884 | | | | | | | | | | | | | | | |
| 1885 | | | | | | | | | | | | | | | |
| 1886 | | | | | | | | | | | | | | | |
| 1887 | | | | | | | | | | | | | | | |
| 1888 | | | | | | | | | | | | | | | |
| 1889 | | | | | | | | | | | | | | | |
| 1890 | | | | | | | | | | | | | | | |
| 1891 | 1,55,44,697 | 4,72,002 | 3·04 | ... | 4,72,002 | 3·04 | ... | ... | ... | ... | ... | ... | 17,29,021 | 1,63,178 | 9·45 |
| 1892 | 1,58,22,137 | 5,62,520 | 3·56 | ... | 5,62,520 | 3·56 | ... | ... | ... | ... | ... | ... | 17,32,567 | 1,54,837 | 8·94 |
| 1893 | 1,55,24,600 | 6,23,224 | 4·01 | ... | 6,23,224 | 4·01 | ... | ... | ... | ... | ... | ... | 17,47,280 | 1,50,420 | 8·61 |
| 1894 | 1,55,25,547 | 6,95,514 | 4·48 | ... | 6,95,514 | 4·48 | ... | ... | ... | ... | ... | ... | 17,47,840 | 1,56,769 | 8·95 |
| 1895 | 1,55,06,120 | 7,59,470 | 4·90 | ... | 7,59,470 | 4·90 | 5,17,988 | ... | ... | ... | ... | ... | 17,53,310 | 1,59,021 | 9·07 |
| 1896 | 1,54,43,783 | 6,83,797 | 4·44 | ... | 6,83,797 | 4·44 | 30,88,026 | ... | ... | ... | ... | ... | 17,56,898 | 1,57,005 | 8·95 |
| 1897 | 1,53,26,583 | 8,18,126 | 5·34 | ... | 8,18,126 | 5·34 | 62,72,345 | ... | ... | ... | ... | ... | 17,57,160 | 1,62,563 | 9·25 |
| 1898 | 1,53,47,587 | 8,35,906 | 5·45 | ... | 8,35,906 | 5·45 | 97,45,791 | ... | ... | ... | ... | ... | 17,77,085 | 1,58,461 | 8·92 |
| 1899 | 1,53,01,272 | 7,29,541 | 4·77 | ... | 7,29,541 | 4·77 | 1,18,16,730 | 1,32,163 | 1·12 | 33,403 | 1,65,566 | 1·40 | 17,84,166 | 1,52,491 | 8·55 |
| 1900 | 1,53,75,467 | 7,13,712 | 4·66 | ... | 7,13,712 | 4·66 | 1,23,15,110 | 3,03,636 | 2·47 | 1,44,404 | 4,48,040 | 3·64 | 17,84,166 | 1,61,732 | 9·03 |

The figures for the years 1879 to 1890 could not be completed this year.

## DIX 30—*continued.*



*income derived by railways which are not guaranteed by the State.*

38, 40 and 47 of Report.)

| COMPANIES. | | | | | | | | | | | | CLASS: OF RAILWAYS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5′ 6″ | | | | | | | | | | | | GAUGE. |
| 6 (*a*) | | | 7 (*b*) | | | 8 (*b*) | | | | | | Class: No. |
| CALCUTTA PORT COMMISSIONERS'. | | | HARDWAR-DEHRA. | | | SOUTHERN PUNJAB. | | | | | | Railway. |
| Capital outlay. | Net traffic earnings. | Per cent-age on Capital outlay. | Capital outlay. | Net traffic earnings. | Percent-age on capital outlay. | Capital outlay. (1) | Net earnings. (2) | Percent-age of (2) on (1). (3) | Rebate from N. W. Ry. (4) | Total income (5) | Percent-age of (5) on (1). (6) | Calendar Year. |
| Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | | |
| They will be furnished in next year's report. | | | | | | | | | | | | 1879<br>1880<br>1881<br>1882<br>1883<br>1884<br>1885<br>1886<br>1887<br>1888<br>1889<br>1890 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1891 |
| 57,83,467 | 1,30,915 | 2·26 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1892 |
| 58,79,200 | 1,16,527 | 1·98 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1893 |
| 58,79,200 | 1,38,054 | 2·35 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1894 |
| 65,14,893 | 1,77,119 | 2·72 | ... | ... | ... | 21,49,441 | ... | ... | ... | ... | ... | 1895 |
| 68,49,276 | 2,19,264 | 3·21 | ... | ... | ... | 1,30,67,048 | ... | ... | ... | ... | ... | 1896 |
| 70,78,605 | 1,48,707 | 2·10 | 1,96,017 | ... | ... | 1,99,08,812 | 49,748 | 0·25 | 21,579 | 71,327 | 0·36 | 1897 |
| 71,28,712 | 1,49,581 | 2·10 | 10,70,545 | ... | ... | 2,23,62,921 | 6,70,451 | 3·00 | 66,922 | 7,37,373 | 3·30 | 1898 |
| 71,96,940 | 1,92,456 | 2·67 | 23,42,687 | ... | ... | 2,26,68,262 | 6,63,406 | 2·93 | 1,37,293 | 8,00,699 | 3·53 | 1899 |
| 73,81,086 | 1,73,297 | 2·35 | 25,67,093 | 80,243 | 3·13 | 2,26,57,063 | 7,79,418 | 3·44 | 13,504 | 7,92,922 | 3·50 | 1900 |

*P. T. O.*

**Appendix 30.**
Grain or loss.

## APPEN

*Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS: OF RAILWAYS. | ASSISTED | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 5' 6" | | | | | | 3' 3⅜" | | | | | | |
| Class: No. | 10 (*b*) | | | | | | 2 (*e*) | | | 2 | | | |
| Railway. | TAPTI VALLEY. | | | | | | BRAHMAPUTRA-SULTANPUR. | | | MYMENSINGH-JAMÁLPUR- | | | |
| Calendar year. | Capital outlay. (1) | Net earnings. (2) | Percentage of (2) on (1). (3) | Rebate from B. B. & C. I. (4) | Total income. (5) | Percent of (5) on (1). (6). | Capital outlay. | Net traffic earnings. | Percentage on capital outlay. | Capital outlay. (1) | Net earnings. (2) | Percentage of (2) on (1). (3) | Rebate from E. B. Ry. (4) |
| | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | | Rs. |
| 1879 | | | | | | | | | | | | | |
| 1880 | | | | | | | | | | | | | |
| 1881 | | | | | | | | | | | | | |
| 1882 | | | | | | | | | | | | | |
| 1883 | | | | | | | | | | | | | |
| 1884 | | | | | | | | | | | | | |
| | The figures for the years 1879 to 1890 could not be completed this year. | | | | | | | | | | | | |
| 1885 | | | | | | | | | | | | | |
| 1886 | | | | | | | | | | | | | |
| 1887 | | | | | | | | | | | | | |
| 1888 | | | | | | | | | | | | | |
| 1889 | | | | | | | | | | | | | |
| 1890 | | | | | | | | | | | | | |
| 1891 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1892 | ... | ... | ... | ... | ... | ... | ... | ... | ... | .. | ... | ... | ... |
| 1893 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1894 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1895 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1896 | 8,390 | ... | ... | ... | ... | ... | ... | ... | ... | 1,950 | ... | ... | ... |
| 1897 | 20,96,294 | ... | ... | ... | ... | ... | 2,07,919 | ... | ... | 5,54,688 | ... | ... | ... |
| 1898 | 60,45,413 | * | ... | ... | * | ... | 12,55,457 | ... | ... | 10,44,638 | 4,213 | 0·40 | ... |
| 1899 | 1,21,09,133 | * | ... | ... | * | ... | 19,58,137 | 19,964 | 1·02 | 16,11,248 | 36,575 | 2·27 | ... |
| 1900 | 1,28,31,291 | † | ... | ... | † | ... | 24,20,811 | 75,122 | 3·10 | 18,78,395 | 89,116 | 4·74 | ... |

* Credited to interest on capital.
† The net earnings for the first-half of 1900 were credited to interest on Capital and those for the second-half of 1900 including rebate

## DIX 30—*continued.*

*income derived by railways which are not guaranteed by the State.*

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| COMPANIES—*contd.* | | | | | | | | | | | | | | CLASS: OF RAILWAYS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 3′ 3⅜″. | | | | | | | | | | | | GAUGE. |
| (*b*). | | 10 (*g*) | | | | | | 12 (*c*) | | | | | | Class: No. |
| JAGANNATHGANJ. | | AHMEDABAD-PARÁNTÍJ. | | | | | | NILGIRI. | | | | | | Railway. |
| Total Income. | Percentage of (5) on (1). | Capital outlay. | Net earnings. | Percentage of (2) on (1). | Rebate from B. B. & C. I. Ry. | Total income. | Percentage of (5) on (1). | Capital outlay. | Net traffic earnings. | Percentage of (2) on (1). | Subsidy from Government. | Total income. | Percentage of (5) on (1). | Calendar year. |
| (5) | (6) | (1) | (2) | (3) | (4) | (5) | (6) | (1) | (2) | (3) | (4) | (5) | (6) | |
| Rs. | | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | | |
| | | | | | | | | | | | | | | 1879 |
| | | | | | | | | | | | | | | 1880 |
| | | | | | | | | | | | | | | 1881 |
| | | | | | | | | | | | | | | 1882 |
| | | | | | | | | | | | | | | 1883 |
| | | | | | | | | | | | | | | 1884 |
| They will be furnished in next year's report. | | | | | | | | | | | | | | 1885 |
| | | | | | | | | | | | | | | 1886 |
| | | | | | | | | | | | | | | 1887 |
| | | | | | | | | | | | | | | 1888 |
| | | | | | | | | | | | | | | 1889 |
| | | | | | | | | | | | | | | 1890 |
| ... | ... | ... | ... | ... | ... | ... | ... | 2,89,134 | ... | ... | ... | ... | ... | 1891 |
| ... | ... | ... | ... | ... | ... | ... | ... | 8,89,751 | ... | ... | ... | ... | ... | 1892 |
| ... | ... | ... | ... | ... | ... | ... | ... | 15,50,000 | ... | ... | ... | ... | ... | 1893 |
| ... | ... | ... | ... | ... | ... | ... | ... | 18,50,000 | ... | ... | ... | ... | ... | 1894 |
| ... | ... | ... | ... | ... | ... | ... | ... | 22,60,000 | ... | ... | ... | ... | ... | 1895 |
| ... | ... | 13,12,752 | ... | ... | ... | ... | ... | 18,92,610 | ... | ... | ... | ... | ... | 1896 |
| ... | ... | 19,42,211 | 36,665 | *1·89 | ... | 36,665 | 1·89 | 36,84,977 | ... | ... | ... | ... | ... | 1897 |
| 4,213 | 0·40 | 19,42,971 | 85,836 | 4·42 | ... | 85,836 | 4·42 | 44,54,085 | ... | ... | ... | ... | ... | 1898 |
| 36,575 | 2·72 | 19,49,616 | 1,12,687 | 6·24 | ... | 1,12,687 | 6·24 | 47,89,944 | 20,209 | 0·42 | 24,392 | 44,600 | 0·93 | 1899 |
| 89,116 | 4·74 | 19,55,305 | 1,55,952 | 7·98 | ... | 1,55,952 | 7·98 | 48,96,490 | 86,642 | 1·77 | 23,006 | 1,19,648 | 2·44 | 1900 |

will be treated as a set off against the charge to capital for interest in the next half-yearly accounts.

P. T. O.

Appendix 30.
Gain or loss.

# APPEN

## *Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS: OF RAILWAYS. | ASSISTED. | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 3' 3⅜" | | | | | | | | | | | | |
| Class: No. | 13 (*a*) | | | | | | 13 (*b*) | | | 14 (*a*) | | | |
| Railway. | BENGAL DOOARS. | | | | | | BENGAL DOOARS EXTENSION. | | | DIBRU- | | | |
| Calendar year. | Capital outlay. | Net earnings. | Percentage of (1) on (2). | Subsidy from District Board. | Total income. | Percentage of (5) on (1). | Capital outlay. | Net traffic earnings. | Percentage on capital outlay. | Capital outlay. | Net earnings. | Percentage of (2) on (1). | Subsidy from Government. |
| | (1) | (2) | (3) | (4) | (5) | (6) | | | | (1) | (2) | (3) | (4) |
| | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | | Rs. |
| 1879 | | | | | | | | | | | | | |
| 1880 | | | | | | | | | | | | | |
| 1881 | | | | | | | | | | | | | |
| 1882 | | | | | | | | | | | | | |
| 1883 | | | | | | | | | | | | | |
| 1884 | | | | | | | | | | | | | |
| | The figures for the years 1879 to 1890 could not be completed this year. | | | | | | | | | | | | |
| 1885 | | | | | | | | | | | | | |
| 1886 | | | | | | | | | | | | | |
| 1887 | | | | | | | | | | | | | |
| 1888 | | | | | | | | | | | | | |
| 1889 | | | | | | | | | | | | | |
| 1890 | | | | | | | | | | | | | |
| 1891 | 16,479 | ... | ... | ... | ... | ... | ... | ... | ... | 67,95,474 | 1,70,526 | 2·54 | 1,00,000 |
| 1892 | 12,67,626 | ... | ... | ... | ... | ... | ... | ... | ... | 69,56,304 | 1,63,719 | 2·35 | 1,00,000 |
| 1893 | 18,49,091 | 57,639 | 3·12 | ... | 57,639 | 3·12 | ... | ... | ... | 71,70,562 | 1,52,972 | 2·13 | 1,00,000 |
| 1894 | 22,84,224 | 1,04,291 | 4·57 | 4,000 | 1,44,291 | 6·32 | ... | ... | ... | 70,97,487 | 1,95,732 | 2·76 | 1,00,000 |
| 1895 | 23,26,476 | 1,27,458 | 5·48 | 4,000 | 1,31,458 | 5·65 | ... | ... | ... | 74,92,729 | 2,69,543 | 3·64 | 1,00,000 |
| 1896 | 24,33,213 | 1,31,813 | 5·42 | ... | 1,31,813 | 5·42 | ... | ... | ... | 74,01,496 | 3,12,286 | 4·22 | 1,00,000 |
| 1897 | 26,50,713 | 1,45,289 | 5·48 | ... | 1,45,289 | 5·48 | 72,151 | ... | ... | 74,20,119 | 2,61,750 | 3·57 | 1,00,000 |
| 1898 | 26,68,030 | 1,10,620 | 4·15 | 4,000 | 1,14,620 | 4·30 | 4,03,611 | ... | ... | 74,40,474 | 2,82,478 | 3·80 | 50,000 |
| 1899 | 26,26,748 | 1,18,416 | 4·51 | ... | 1,18,416 | 4·51 | 26,75,455 | ... | ... | 74,56,183 | 4,49,688 | 6·03 | *37,978 |
| 1900 | 26,42,695 | 1,89,461 | 7·17 | ... | 1,89,461 | 7·17 | 47,11,632 | 5,015 | 0·11 | 77,14,349 | 4,62,381 | 5·99 | ... |

* Amount for previous period

**DIX 30—*continued.***

***income derived by railways which are not guaranteed by the State.***

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| COMPANIES—*contd.* | | | | | | | | | | | CLASS: OF RAILWAYS. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 3′ 3⅜″ | | | | | | GAUGE. |
| | | 14 (*b*) | | | 16 (*a*) | | | 17 (*a*) | | | Class: No. |
| SADIYA. | | LEDO AND TIKAK-MARGHERITA COLLIERY. | | | DEOGHUR. | | | BENGAL AND NORTH-WESTERN (COMPANY'S SECTION.) | | | Railway. |
| Total Income. (5) | Percentage of (5) on (1). (6) | Capital outlay. | Net traffic earnings. | Percentage on capital outlay | Capital outlay. | Net traffic earnings. | Percentage on capital outlay. | Capital outlay. | Net traffic earnings. | Percentage on capital outlay. | Calendar year. |
| Rs. | | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | | |
| | | | | | | | | | | | 1879 |
| | | | | | | | | | | | 1880 |
| | | | | | | | | | | | 1881 |
| | | | | | | | | | | | 1882 |
| | | | | | | | | | | | 1883 |
| | | | | | | | | | | | 1884 |
| They will be furnished in next year's report. | | | | | | | | | | | |
| | | | | | | | | | | | 1885 |
| | | | | | | | | | | | 1886 |
| | | | | | | | | | | | 1887 |
| | | | | | | | | | | | 1888 |
| | | | | | | | | | | | 1889 |
| | | | | | | | | | | | 1890 |
| 2,70,526 | 4·03 | .... | ... | ... | 2,82,752 | 15,429 | 5·46 | 2,65,78,827 | 16,23,993 | 6·11 | 1891 |
| 2,63,719 | 3·79 | .... | ... | ... | 2,88,329 | 9,707 | 3·37 | 2,83,88,821 | 17,01,254 | 5·99 | 1892 |
| 2,52,972 | 3·53 | .... | ... | ... | 2,87,364 | 19,103 | 6·65 | 2,84,84,234 | 16,48,702 | 5·79 | 1893 |
| 2,95,732 | 4·17 | ... | ... | ... | 2,87,526 | 9,659 | 3·36 | 2,87,24,887 | 17,67,623 | 6·15 | 1894 |
| 3,69,543 | 4·99 | ... | ... | ... | 2,88,086 | 15,308 | 5·31 | 3,12,95,704 | 17,55,675 | 5·61 | 1895 |
| 4,12,286 | 5·57 | ... | ... | ... | 2,87,797 | 11,498 | 4·00 | 3,43,36,114 | 17,41,786 | 5·07 | 1896 |
| 3,64,750 | 4·92 | 11,46,240 | 8,024 | 0·70 | 2,87,942 | 11,152 | 3·87 | 4,10,32,207 | 17,99,182 | 4·38 | 1897 |
| 3,32,478 | 4·33 | 12,00,698 | 3,752 | 0·31 | 2,88,453 | 6,601 | 2·28 | 4,66,78,822 | 20,50,805 | 4·39 | 1898 |
| 4,87,666 | 6·54 | 12,83,416 | 22,053 | 1·72 | 2,87,525 | 6,678 | 2·32 | 5,16,06,763 | 27,32,851 | 5·30 | 1899 |
| 4,62,381 | 5·99 | 12,84,375 | 17,981 | 1·40 | 2,87,379 | 7,376 | 2·56 | 5,24,73,019 | 25,28,996 | 4·82 | 1900 |

received during 1899.

*P. T. O.*

Appendix 30.
Gain or loss.

## APPEN

*Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

ASSISTED

| CLASS: OF RAILWAYS. | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 3' 3⅜" | | | | | | | | | 2' 6". | | | |
| Class: No. | 17 (c) | | | 18 (a) | | | | | | 27 (a) | | | |
| Railway. | SEGOWLIE-RAXAUL. | | | ROHILKUND AND KUMAON (COMPANY'S SECTION). | | | | | | BÁRSI. | | | |
| Calendar year. | Capital outlay. | Net traffic earnings. | Percentage on capital outlay. | Capital outlay. (1) | Net traffic earnings. (2) | Percent o (2) on (1) (3) | Subsidy from Government. (4) | Total income. (5) | Percent of (5) on (1) (6) | Capital outlay. | Net traffic earnings. | Percentage on capital outlay. |
| | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | |
| 1879 | | | | | | | | | | | | |
| 1880 | | | | | | | | | | | | |
| 1881 | | | | | | | | | | | | |
| 1882 | | | | | | | | | | | | |
| 1883 | | | | | | | | | | | | |
| 1884 | | | | | | | | | | | | |
| 1885 | | | | | | | | | | | | |
| 1886 | | | | | | | | | | | | |
| 1887 | | | | | | | | | | | | |
| 1888 | | | | | | | | | | | | |
| 1889 | | | | | | | | | | | | |
| 1890 | | | | | | | | | | | | |
| 1891 | ... | ... | ... | 20,49,458 | 1,53,440 | 7·49 | ... | 1,53,440 | 7·49 | ... | ... | ... |
| 1892 | ... | ... | ... | 20,58,575 | 1,97,780 | 9·61 | ... | 1,97,780 | 9·61 | ... | ... | ... |
| 1893 | ... | ... | ... | 20,82,280 | 1,83,180 | 8·80 | ... | 1,83,180 | 8·80 | ... | ... | ... |
| 1894 | ... | ... | ... | 20,80,440 | 2,15,191 | 10·34 | ... | 2,15,191 | 10·34 | ... | ... | ... |
| 1895 | ... | ... | ... | 20,78,251 | 1,52,973 | 7·36 | ... | 1,52,973 | 7·36 | 2,357 | ... | ... |
| 1896 | 1,26,044 | ... | ... | 20,79,863 | 1,54,595 | 7·43 | ... | 1,54,595 | 7·43 | 10,06,652 | ... | ... |
| 1897 | 6,68,783 | ... | ... | 21,20,428 | 1,73,184 | 8·17 | ... | 1,73,184 | 8·17 | 13,43,891 | 21,560 | 1·60 |
| 1898 | 8,07,550 | ... | ... | 21,42,552 | 2,21,899 | 10·36 | ... | 2,21,899 | 10·36 | 13,42,592 | 24,559 | 1·83 |
| 1899 | 10,81,740 | * | ... | 21,48,313 | 2,34,020 | 10·89 | ... | 2,34,020 | 10·89 | 13,56,809 | 64,475 | 4·75 |
| 1900 | 12,12,073 | * | ... | 21,53,125 | 2,28,048 | 10·59 | ... | 2,28,048 | 10·59 | 13,56,501 | 42,440 | 3·13 |

The figures for the years 1879 to 1890 could not be completed this year.

* Credited to interest on capital.

**DIX 30—*continued.***



***income derived by railways which are not guaranteed by the State.***

38, 40 and 47 of Report.)

| COMPANIES—*contd.* | | | | | | | | | | | | | | | CLASS: OF RAILWAYS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2′ 6″. | | | | | | | | | | | | | | | GAUGE. |
| 28 (*a*). | | | 29 (*a*). | | | | | | 30 (*a*). | | | | | | Class: No. |
| TARAKESHWAR-MAGRA. | | | RÁNAGHAT-KRISHNAGAR. | | | | | | TEZPUR-BALIPARA. | | | | | | Railway. |
| Capital outlay. | Net traffic earnings. | Percentage on capital outlay. | Capital outlay. (1) | Net earnings. (2) | Percentage of (2) on (1). (3) | Subsidy from District Board. (4) | Total Income. (5) | Percentage of (5) (1) on. (6) | Capital outlay (1) | Net earnings (2) | Percentage of (2) (1) on. (3) | Subsidy from District Board. (4) | Total Income. (5) | Percentage of (5) on (1) (6) | Calendar year. |
| Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | | |
| | | | | | | | | | | | | | | | 1879 |
| | | | | | | | | | | | | | | | 1880 |
| | | | | | | | | | | | | | | | 1881 |
| | | | | | | | | | | | | | | | 1882 |
| | | | | | | | | | | | | | | | 1883 |
| | | | | | | | | | | | | | | | 1884 |
| They will be furnished in next year's report. | | | | | | | | | | | | | | | 1885 |
| | | | | | | | | | | | | | | | 1886 |
| | | | | | | | | | | | | | | | 1887 |
| | | | | | | | | | | | | | | | 1888 |
| | | | | | | | | | | | | | | | 1889 |
| | | | | | | | | | | | | | | | 1890 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1891 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1892 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1893 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1894 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1895 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1896 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1897 |
| 9,44,627 | 21,002 | 2·22 | 7,22,369 | ... | ... | ... | ... | ... | 4,56,927 | 20,157 | 4·41 | ... | 20,157 | 4·41 | 1898 |
| 9,62,446 | 12,192 | 1·27 | 7,27,809 | 8,415 | 1·16 | 12,352 | 20,767 | 2·85 | 4,74,177 | 26,156 | 5·52 | .. | 26,156 | 5·52 | 1899 |
| 9,61,811 | 20,961 | 2·18 | 7,51,809 | 19,442 | 2·59 | 9,472 | 28,914 | 3·85 | 4,87,240 | 25,797 | 5·29 | ... | 25,797 | 5·29 | 1900 |

**Appendix 30.**
Gain or loss.

**APPEN**

*Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS: OF RAILWAYS. | ASSISTED | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 2' 6" | | | | | | 2' 0" | | | | | |
| Class: No. | 32 (*a*) | | | | | | 33 (*a*) | | | | | |
| Railway. | DARJEELING-HIMALAYAN. | | | | | | HOWRAH-AMTA. | | | | | |
| Calendar year. | Capital outlay. (1) | Net earnings. (2) | Percentage of (2) on (1). (3) | Subsidy from Government. (4) | Total Income. (5) | Percentage of (5) on (1). (6) | Capital outlay (1) | Net earnings. (2) | Percentage of (2) on (1). (3) | Subsidy from District Board. (4) | Total Income. (5) | Percentage of (5) on (1). (6) |
| | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | |
| 1879 | | | | | | | | | | | | |
| 1880 | | | | | | | | | | | | |
| 1881 | | | | | | | | | | | | |
| 1882 | | | | | | | | | | | | |
| 1883 | | | | | | | | | | | | |
| 1884 | | | | | | | The figures for the years 1879 to 1890 could not be completed this year. | | | | | |
| 1885 | | | | | | | | | | | | |
| 1886 | | | | | | | | | | | | |
| 1887 | | | | | | | | | | | | |
| 1888 | | | | | | | | | | | | |
| 1889 | | | | | | | | | | | | |
| 1890 | | | | | | | | | | | | |
| 1891 | 30,59,693 | 2,38,253 | 8·44 | ... | 2,58,253 | 8·44 | ... | ... | ... | ... | ... | ... |
| 1892 | 31,09,079 | 2,66,647 | 8·57 | ... | 2,66,647 | 8·57 | ... | ... | ... | ... | ... | ... |
| 1893 | 31,72,223 | 2,63,903 | 8·50 | —1,55,418* | 1,27,485 | 4·02 | ... | ... | ... | ... | ... | ... |
| 1894 | 31,77,536 | 2,56,286 | 8·10 | —29,756 | 2,26,530 | 7·13 | ... | ... | ... | ... | ... | ... |
| 1895 | 31,99,765 | 3,59,933 | 11·25 | —61,740 | 2,98,193 | 9·32 | ... | ... | ... | ... | ... | ... |
| 1896 | 33,12,732 | 3,59,667 | 10·25 | —62,087 | 2,97,580 | 8·98 | ... | ... | ... | ... | ... | ... |
| 1897 | 33,15,455 | 3,33,188 | 10·05 | —55,929 | 2,77,259 | 8·36 | ... | ... | ... | ... | ... | ... |
| 1898 | 33,65,993 | 3,41,109 | 10·13 | —59,432 | 2,81,667 | 8·37 | 11,24,713 | 78,910 | 7·02 | —15,062† | 63,848 | 5·68 |
| 1899 | 35,08,469 | 2,49,770 | 7·12 | —34,933 | 2,14,837 | 6·12 | 11,41,307 | 1,12,794 | 9·88 | —27,835 | 84,959 | 7·44 |
| 1900 | 34,99,487 | 3,61,840 | 10·34 | ... | 3,61,840 | 10·34 | 11,88,283 | 1,23,104 | 10·36 | —30,244 | 92,860 | 7·81 |

* Due to re-payments to Government by the Railway Company on account

† Share of profits exceeding 4 per cent.

## DIX 30—*continued.*



*income derived by railways which are not guaranteed by the State.*

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COMPANIES—*concld.*

| CLASS: OF RAILWAYS. | 2′ 0″ | | | | | | TOTAL ASSISTED COMPANIES, | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | | | | | | | | | | | | | |
| Class: No. | 34 (*a*) | | | | | | | | | | | | |
| Railway. | HOWRAH-SHEAKHALLA. | | | | | | | | | | | | |
| Calendar Year. | Capital outlay. | Net earnings. | Percentage of (2) on (1). | Subsidy from District Board. | Total Income. | Percentage of (5) on (1). | Capital outlay. | Net earnings. | Percentage of (2) on (1). | Rebate and subsidy. | Total income. | Percentage of (5) on (1). | |
| | (1) | (2) | (3) | (4) | (5) | (6) | (1) | (2) | (3) | (4) | (5) | (6) | |
| | Rs. | Rs. | Rs. | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | | |
| 1879 | | | | | | | | | | | | | |
| 1880 | | | | | | | | | | | | | |
| 1881 | | | | | | | | | | | | | |
| 1882 | | | | | | | | | | | | | |
| 1883 | | | | | | | | | | | | | |
| 1884 | | | | | | | | | | | | | |
| 1885 | They will be furnished in next year's report. | | | | | | | | | | | | |
| 1886 | | | | | | | | | | | | | |
| 1887 | | | | | | | | | | | | | |
| 1888 | | | | | | | | | | | | | |
| 1889 | | | | | | | | | | | | | |
| 1890 | | | | | | | | | | | | | |
| 1891 | ... | ... | ... | ... | ... | ... | 5,62,55,530 | 28,57,121 | 5 08 | 1,00,000 | 29,57,121 | 5·25 | |
| 1892 | ... | ... | ... | ... | ... | ... | 6,62,96,656 | 31,87,379 | 4·81 | 1,00,000 | 32,87,379 | 4·66 | |
| 1893 | ... | ... | ... | ... | ... | ... | 6,77,46,834 | 29,51,767 | 4·36 | —55,418 | 28,96,349 | 4·29 | |
| 1894 | ... | ... | ... | ... | ... | ... | 6,36,54,687 | 35,38,819 | 5·56 | 74,244 | 36,13,063 | 5·69 | |
| 1895 | ... | ... | ... | ... | ... | ... | 7,52,95,250 | 37,76,590 | 5·02 | 42,260 | 38,18,850 | 5·07 | |
| 1896 | ... | ... | ... | ... | ... | ... | 9,44,10,649 | 37,73,711 | 4·00 | 37,913 | 38,11,624 | 4·03 | |
| 1897 | ... | ... | ... | ... | ... | ... | 11,90,78,542 | 39,72,138 | 3·34 | 65,650 | 40,37,788 | 3·39 | |
| 1898 | 6,09,398 | 16,768 | 2·75 | 4,267 | 21,035 | 3·45 | 14,23,68,034 | 50,83,108 | 3·57 | 40,695 | 51,23,803 | 3·60 | |
| 1899 | 6,09,434 | 21,453 | 3·52 | †<br>—250 | 21,203 | 3·48 | 16,14,74,729 | 61,27,453 | 3·79 | 1,82,400 | 63,09,853 | 3·91 | |
| 1900 | 6,09,446 | 26,824 | 4·40 | —999 | 25,825 | 4·24 | 16,73,35,501 | 66,78,336 | 3·99 | 1,59,143 | 68,37,479 | 4·09 | |

of the up-keep and maintenance of the cart road utilized by the railway.
per annum paid to District Board.

*P. T. O.*

Appendix 30.
Gain or loss.

# APPEN

## *Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS: OF RAILWAYS | LINES OWNED BY NATIVE STATES | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 5' 6" | | | | | | | | | | | | | | |
| Class: No. | 9 (*d*). | | | 9 (*e*). | | | 9 (*g*). | | | 9 (*h*). | | | 9 (*i*). | | |
| Railway. | KHÁMGAON. | | | AMRAOTI. | | | BINA-GOONA-BÁRÁN. | | | BHOPAL-UJJAIN. | | | BHOPAL-ITÁRSI (NATIVE STATE SECTION). | | |
| Calendar year. | Capital outlay. | Net traffic earnings. | Percentage on Capital outlay | Capital outlay. | Net traffic earnings. | Percentage on Capital outlay | Capital outlay. | Net traffic earnings. | Percentage on Capital outlay | Capital outlay. | Net traffic earnings. | Percentage on Capital outlay | Capital outlay. | Net traffic earnings. | Percentage on Capital outlay |
| | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | |
| 1879 | | | | | | | | | | | | | | | |
| 1880 | | | | | | | | | | | | | | | |
| 1881 | | | | | | | | | | | | | | | |
| 1882 | | | | | | | | | | | | | | | |
| 1883 | | | | | | | | | | | | | | | |
| 1884 | | | | | | | | | | | | | | | |
| | The figures for the years 1879 to 1890 could not be completed this year. | | | | | | | | | | | | | | |
| 1885 | | | | | | | | | | | | | | | |
| 1886 | | | | | | | | | | | | | | | |
| 1887 | | | | | | | | | | | | | | | |
| 1888 | | | | | | | | | | | | | | | |
| 1889 | | | | | | | | | | | | | | | |
| 1890 | | | | | | | | | | | | | | | |
| 1891 | 4,90,408 | 32,620 | 6·65 | 4,49,395 | 53,393 | 11·88 | 51,905 | ... | ... | ... | ... | ... | 50,00,000 | 1,73,154 | 3·46 |
| 1892 | 4,89,132 | 30,909 | 6·32 | 4,50,160 | 48,637 | 10·80 | 2,57,611 | ... | ... | 88,462 | ... | ... | 50,00,000 | 1,65,883 | 3·32 |
| 1893 | 4,87,567 | 21,997 | 4·51 | 4,49,998 | 43,056 | 9·57 | 35,18,701 | ... | ... | 22,76,863 | ... | ... | 50,00,000 | 1,30,925 | 2·62 |
| 1894 | 4,86,003 | 21,667 | 4·46 | 4,49,461 | 41,910 | 9·32 | 47,79,618 | ... | ... | 53,53,849 | ... | ... | 50,00,000 | 1,44,679 | 2·89 |
| 1895 | 5,20,947 | 26,031 | 5·00 | 4,49,988 | 38,252 | 8·50 | 49,81,035 | ... | ... | 69,69,331 | ... | ... | 50,00,000 | 1,02,821 | 2·06 |
| 1896 | 5,22,603 | 24,446 | 4·68 | 4,51,119 | 42,871 | 9·50 | 54,16,074 | 36,821 | 0·68 | 77,77,604 | 1,80,218 | 2·32 | 50,00,000 | 1,38,532 | 2·77 |
| 1897 | 5,22,150 | 13,901 | 2·66 | 4,52,445 | 29,862 | 6·60 | 87,73,621 | 43,446 | 0·50 | 75,36,180 | 1,84,660 | 2·45 | 50,00,000 | 1,33,070 | 2·66 |
| 1898 | 5,22,150 | 24,326 | 4·66 | 4,54,498 | 39,172 | 8·62 | 97,66,068 | 58,040 | 0·59 | 75,85,789 | 2,05,051 | 2·70 | 50,00,000 | 1,71,375 | 3·43 |
| 1899 | 5,22,150 | 14,850 | 2·84 | 4,54,417 | 32,214 | 7·09 | 99,31,680 | 1,26,108 | 1·27 | 76,54,290 | 2,77,911 | 3·63 | 50,00,000 | 1,79,444 | 3·59 |
| 1900 | 5,22,150 | 13,924 | 2·67 | 4,54,418 | 32,436 | 7·14 | 1,00,21,605 | 2,20,490 | 2·20 | 76,88,020 | 4,65,681 | 6·06 | 50,00,000 | 2,67,288 | 5·35 |

## DIX 30—*continued.*



*income derived by railways which are not guaranteed by the State.*

38, 40 and 47 of Report.)

AND WORKED BY COMPANIES.

| CLASS: OF RAILWAYS | 10 (*e*). | | | 10 (*d*). | | | 10 (*i*). | | | 11 (*a*). | | | 12 (*b*). | | | Calendar year. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 5' 6" | | | | | | | | | | | | | | | |
| Class: No. | | | | | | | | | | | | | | | | |
| Railway. | GAEKWAR'S PETLÁD. | | | NÁGDÁ-UJJAIN. | | | PALÁNPUR-DEESA (DURBAR'S PORTION.) | | | NIZAM'S GUARANTEED STATE. | | | KOLAR GOLD-FIELDS. | | | |
| | Capital outlay. | Net traffic earnings. | Percentage on capital outlay. | Capital outlay. | Net traffic earnings. | Percentage on capital outlay. | Capital outlay. | Net traffic earnings. | Percentage on Capital outlay. | Capital outlay. | Net traffic earnings. | Percentage on capital outlay. | Capital outlay. | Net traffic earnings. | Percentage on capital outlay. | |
| | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | | |
| | | | | | | | | | | | | | | | | 1879 |
| | | | | | | | | | | | | | | | | 1880 |
| | | | | | | | | | | | | | | | | 1881 |
| | | | | | | | | | | | | | | | | 1882 |
| | | | | | | | | | | | | | | | | 1883 |
| | | | | | | | | | | | | | | | | 1884 |
| | They will be furnished in next year's report. | | | | | | | | | | | | | | | 1885 |
| | | | | | | | | | | | | | | | | 1886 |
| | | | | | | | | | | | | | | | | 1887 |
| | | | | | | | | | | | | | | | | 1888 |
| | | | | | | | | | | | | | | | | 1889 |
| | | | | | | | | | | | | | | | | 1890 |
| | 7,10,118 | 36,346 | 5·12 | ... | ... | ... | ... | ... | ... | 3,95,18,791 | 12,57,860 | 3·18 | ... | ... | ... | 1891 |
| | 7,11,081 | 34,757 | 4·89 | ... | ... | ... | 20,000 | ... | ... | 3,95,48,395 | 13,24,959 | 3·35 | 27,661 | ... | ... | 1892 |
| | 7,12,768 | 40,627 | 5·70 | ... | ... | ... | 1,85,000 | 1,335 | 0·72 | 4,01,96,909 | 14,36,451 | 3·57 | 5,27,634 | ... | ... | 1893 |
| | 7,23,482 | 44,037 | 6·09 | ... | ... | ... | 1,85,000 | 11,365 | 6·14 | 4,02,33,826 | 16,22,028 | 4·03 | 6,56,175 | 29,273 | 4·46 | 1894 |
| | 7,23,139 | 46,584 | 6·44 | 5,33,660 | ... | ... | 1,85,000 | 11,333 | 6·13 | 4,06,43,818 | 15,77,149 | 3·88 | 6,61,654 | 66,379 | 10·03 | 1895 |
| | 7,23,616 | 82,847 | 11·45 | 20,71,251 | 17,762 | 0·86 | 1,85,000 | 14,101 | 7·62 | 4,08,24,737 | 17,28,196 | 4·24 | 7,45,004 | 63,287 | 8·50 | 1896 |
| | 7,35,769 | 33,946 | 4·49 | 22,19,919 | 47,756 | 2·15 | 1,85,000 | 10,883 | 5·88 | 4,09,60,944 | 19,38,769 | 4·73 | 7,91,074 | 90,278 | 11·41 | 1897 |
| | 7,49,047 | 28,156 | 3·76 | 22,31,596 | 71,509 | 3·20 | 1,85,000 | 10,334 | 5·59 | 4,10,54,449 | 22,74,580 | 5·54 | 8,09,537 | 82,533 | 10·15 | 1898 |
| | 7,52,439 | 39,312 | 5·22 | 22,34,346 | 77,732 | 3·48 | 1,85,000 | 12,102 | 6·54 | 4,15,68,731 | 25,01,046 | 6·02 | 10,79,552 | 56,827 | 5·27 | 1899 |
| | 7,52,097 | 41,713 | 5·55 | 22,29,753 | 1,20,956 | 5·42 | 1,85,000 | 14,238 | 7·70 | 4,17,49,124 | 28,41,985 | 6·81 | 10,77,901 | 67,093 | 6·22 | 1900 |

P. T. O.

**Appendix 30.**
Gain or loss.

**APPEN**

*Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS: OF RAILWAYS | LINES OWNED BY NATIVE STATES | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 3' 3⅜" | | | | | | | | | | | | | | |
| Class: No. | 10 (*f*) | | | 11 (*c*) | | | 22 (*d*) | | | 22 (*e*) | | | 22 (*f*) | | |
| Railway. | GAEKWAR'S MEHSÁNA. | | | HYDERABAD-GÓDÁVÁRI VALLEY. | | | YESVANTPUR-MYSORE FRONTIER | | | BIRUR-SHIMOGA. | | | KOLHÁPUR. | | |
| Calendar year. | Capital outlay. | Net traffic earnings. | Per-centage on capi-tal outlay. | Capital outlay. | Net traffic earnings. | Per-centage on capi-tal outlay. | Capital outlay. | Net traffic earnings. | Per-centage on capi-tal outlay. | Capital outlay. | Net traffic earnings. | Per-centage on capi-tal outlay. | Capital outlay. | Net traffic earnings. | Per-centage on capi-tal outlay. |
| | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | |
| 1879 | | | | | | | | | | | | | | | |
| 1880 | | | | | | | | | | | | | | | |
| 1881 | | | | | | | | | | | | | | | |
| 1882 | | | | | | | | | | | | | | | |
| 1883 | | | | | | | | | | | | | | | |
| 1884 | | | | | | | | | | | | | | | |
| 1885 | | | | | | | | | | | | | | | |
| 1886 | | | | | | | | | | | | | | | |
| 1887 | | | | | | | | | | | | | | | |
| 1888 | | | | | | | | | | | | | | | |
| 1889 | | | | | | | | | | | | | | | |
| 1890 | | | | | | | | | | | | | | | |
| 1891 | 29,04,050 | 1,05,801 | 3·64 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 23,16,183 | 20,866 | 0·90 |
| 1892 | 29,71,610 | 1,53,005 | 5·15 | ... | ... | ... | 24,41,741 | ... | ... | ... | ... | ... | 23,81,946 | 24,066 | 1·01 |
| 1893 | 30,26,752 | 1,98,250 | 6·55 | ... | ... | ... | 23,89,502 | 22,708 | 0·95 | ... | ... | ... | 23,21,687 | 49,991 | 2·15 |
| 1894 | 30,94,578 | 2,36,387 | 7·64 | ... | ... | ... | 24,34,999 | 56,504 | 2·32 | ... | ... | ... | 23,05,817 | 43,632 | 1·89 |
| 1895 | 32,55,044 | 2,02,440 | 6·22 | ... | ... | ... | 24,19,698 | 79,886 | 3·30 | ... | ... | ... | 23,69,206 | 51,006 | 2·15 |
| 1896 | 32,61,448 | 2,71,262 | 8·32 | 3,74,350 | ... | ... | 23,94,762 | 99,592 | 4·16 | 2,90,226 | ... | ... | 23,05,912 | 54,305 | 2·35 |
| 1897 | 32,63,900 | 1,18,358 | 3·63 | 17,64,352 | ... | ... | 24,79,210 | 1,81,159 | 7·31 | 6,27,263 | ... | ... | 23,74,807 | 41,981 | 1·80 |
| 1898 | 32,82,612 | 1,99,052 | 6·07 | 86,55,416 | ... | ... | 24,98,316 | 56,430 | 2·26 | 15,70,079 | ... | ... | 23,24,807 | 24,201 | 1·04 |
| 1899 | 32,83,612 | 2,16,654 | 6·60 | 2,00,21,971 | 36,877 | 0·18 | 24,98,162 | 50,528 | 2·02 | 20,85,475 | 1,881 | 0·09 | 23,24,807 | 33,986 | 1·46 |
| 1900 | 33,01,950 | 2,36,754 | 7·17 | 2,31,94,817 | 4,20,826 | 1·81 | 24,98,047 | 67,135 | 2·69 | 22,94,457 | 24,219 | 1·06 | 23,24,807 | 44,875 | 1·93 |

The figures for the years 1879 to 1890 could not be compl

DIX 30—*continued.*



*income derived by railways which are not guaranteed by the State.*

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AND WORKED BY COMPANIES—*concld.*

| CLASS: OF RAILWAYS. | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 2' 6" | | | | | | 2' 0" | | | | | |
| Class: No. | 22 (*d*) | | | 10 (*i*) | | | 10 (*j*) | | | 9 (*j*) | | |
| Railway. | MYSORE-NANJANGÚD. | | | GAEKWAR'S DABHOI. | | | RAJPIPLA. | | | GWALIOR LIGHT. | | |
| Calendar year. | Capital outlay. | Net traffic earnings. | Percentage on capital outlay | Capital outlay. | Net traffic earnings. | Percentage on capital outlay. | Capital outlay. | Net traffic earnings. | Percentage on capital outlay. | Capital outlay. | Net traffic earnings. | Percentage on capital outlay. |
| | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | |
| 1879 | | | | | | | | | | | | |
| 1880 | | | | | | | | | | | | |
| 1881 | | | | | | | | | | | | |
| 1882 | | | | | | | | | | | | |
| 1883 | | | | | | | | | | | | |
| 1884 | | | | | | | | | | | | |

eted this year. They will be furnished in next year's report.

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1885 | | | | | | | | | | | |
| 1886 | | | | | | | | | | | |
| 1887 | | | | | | | | | | | |
| 1888 | | | | | | | | | | | |
| 1889 | | | | | | | | | | | |
| 1890 | | | | | | | | | | | |
| 1891 | ... | ... | ... | 17,94,157 | 68,126 | 3·80 | ... | ... | ... | ... | ... | ... |
| 1892 | 5,92,414 | 6,101 | 1·03 | 18,47,403 | 1,06,510 | 5·77 | ... | ... | ... | ... | ... | ... |
| 1893 | 6,18,551 | 14,001 | 2·26 | 18,55,158 | 1,32,507 | 7·14 | ... | ... | ... | ... | ... | ... |
| 1894 | 6,03,095 | 12,866 | 2·13 | 18,88,774 | 95,429 | 5·05 | 12,647 | ... | ... | ... | ... | ... |
| 1895 | 6,09,212 | 16,432 | 2·69 | 19,08,757 | 96,764 | 5·02 | 77,265 | ... | ... | ... | ... | ... |
| 1896 | 6,09,681 | 17,125 | 2·81 | 20,74,756 | 1,25,657 | 6·06 | 4,09,141 | ... | ... | 2,166 | ... | ... |
| 1897 | 6,34,764 | 14,265 | 2·25 | 21,08,574 | 50,949 | 2·42 | 7,55,792 | — 6,534 | ... | 1,03,552 | ... | ... |
| 1898 | 6,43,821 | 10,124 | 1·57 | 21,18,491 | — 26,592 | ... | 11,03,333 | — 9,172 | ... | 9,30,815 | ... | ... |
| 1899 | 6,46,051 | 5,671 | 0·88 | 21,17,586 | 87,571 | 4·14 | 13,07,820 | 8,478 | 0·65 | 22,79,267 | — 4,113 | ... |
| 1900 | 6,53,741 | 11,357 | 1·74 | 21,17,528 | 61,606 | 2·44 | 13,10,159 | 12,139 | 0·93 | 27,10,557 | — 137 | ... |

P. T. O.

**Appendix 30.**
Gain or loss.

**APPEN**

*Gain or loss to the State from railway outlay as also the*

(Referred to in paragraph

| CLASS: OF RAILWAYS. | LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY. | | | | | | | | | LINES OWNED | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 5′ 6″ | | | | | | 2′ 6″ | | | 3′ 3⅜″ | | |
| Class: No. | 8 (*c*) | | | 8 (*f*) | | | 2 (*e*) | | | 19 (*a*) | | |
| Railway. | RÁJPURA-BHÁTINDA. | | | JAMMU AND KASHMIR. (NATIVE STATE SECTION). | | | COOCH BEHAR. | | | JODHPUR-BIKANER (JODHPUR SECTION). | | |
| Calendar year. | Capital outlay. | Net traffic earnings. | Percentage on capital outlay. | Capital outlay. | Net traffic earnings. | Percentage on capital outlay. | Capital outlay. | Net traffic earnings. | Percentage on capital outlay. | Capital outlay. | Net traffic earnings. | Percentage on capital outlay. |
| | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | |
| 1879 | | | | | | | | | | | | |
| 1880 | | | | | | | | | | | | |
| 1881 | | | | | | | | | | | | |
| 1882 | | | | | | | | | | | | |
| 1883 | | | | | | | | | | | | |
| 1884 | | | | | | | The figures for the years 1879 to 1890 could not be completed this year. | | | | | |
| 1885 | | | | | | | | | | | | |
| 1886 | | | | | | | | | | | | |
| 1887 | | | | | | | | | | | | |
| 1888 | | | | | | | | | | | | |
| 1889 | | | | | | | | | | | | |
| 1890 | | | | | | | | | | | | |
| 1891 | 65,81,553 | 3,23,937 | 4·92 | 13,80,083 | 15,904 | 1·15 | 14,685 | ... | ... | 41,87,110 | 3,34,364 | 7·99 |
| 1892 | 66,41,382 | 2,53,824 | 3·82 | 9,45,302 | 15,444 | 1·63 | 4,09,136 | ... | ... | 60,59,552 | 5,28,941 | 8·73 |
| 1893 | 67,26,941 | 3,07,956 | 4·58 | 9,56,327 | 14,332 | 1·50 | 6,65,172 | —2,455 | ... | 64,74,611 | 4,33,895 | 6·70 |
| 1894 | 67,01,669 | 5,66,565 | 8·45 | 9,59,773 | 17,556 | 1·83 | 7,14,318 | 8,576 | 1·20 | 64,49,374 | 6,69,373 | 10·38 |
| 1895 | 67,02,457 | 5,93,506 | 8·86 | 9,60,010 | 18,262 | 1·90 | 7,30,953 | 19,200 | 2·63 | 64,32,934 | 5,69,246 | 8·85 |
| 1896 | 66,95,813 | 4,49,022 | 6·71 | 9,60,011 | 31,321 | 3·26 | 7,66,734 | 38,570 | 5·03 | 64,78,328 | 7,38,273 | 11·40 |
| 1897 | 66,96,451 | 3,13,617 | 4·68 | 9,65,151 | 21,587 | 2·24 | 9,01,219 | 35,344 | 3·92 | 74,90,176 | 7,44,799 | 9·94 |
| 1898 | 67,04,520 | 3,16,187 | 4·72 | 9,62,846 | 21,433 | 2·23 | 10,32,938 | 6,687 | 0·65 | 1,00,85,594 | 7,30,956 | 7·25 |
| 1899 | 67,05,785 | 3,05,784 | 4·56 | 9,60,820 | 22,932 | 2·39 | 12,99,031 | 43,073 | 3·32 | 1,13,42,183 | 11,66,844 | 10·29 |
| 1900 | 67,05,785 | 3,12,211 | 4·66 | 9,60,492 | 24,571 | 2·56 | 12,83,906 | 51,602 | 4·02 | 1,14,28,508 | 9,07,480 | 7·94 |

DIX 30—*continued.*

*income derived by railways which are not guaranteed by the State.*

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| AND WORKED BY NATIVE STATES. | | | | | | | | | | | | | | CLASS: OF RAILWAYS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3′ 3¾″ | | | | | | | | | | | | | | GAUGE. |
| 19 (*b*) | | | 20 (*a*) | | | 21 (*a*) | | | 21 (*b*) | | | 21 (*c*) | | | Class: No. |
| JODHPUR-BIKANER (BIKANER SECTION). | | | UDAIPUR-CHITOR. | | | RHÁVNAGAR-GONDAL-JUNÁGAD-PORBÁNDAR. | | | JÁMNAGAR. | | | JETALSAR-RÁJKOT. | | | Railway. |
| Capital outlay. | Net traffic earnings. | Percentage on capital outlay | Capital outlay. | Net traffic earnings. | Percentage on capital outlay | Capital outlay. | Net traffic earnings. | Percentage on capital outlay | Capital outlay. | Net traffic earnings | Percentage on capital outlay | Capital outlay. | Net traffic earnings. | Percentage on capital outlay | Calendar year. |
| Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | | |
| | | | | | | | | | | | | | | | 1879 |
| | | | | | | | | | | | | | | | 1880 |
| | | | | | | | | | | | | | | | 1881 |
| | | | | | | | | | | | | | | | 1882 |
| | | | | | | | | | | | | | | | 1883 |
| They will be furnished in next year's report. | | | | | | | | | | | | | | | 1884 |
| | | | | | | | | | | | | | | | 1885 |
| | | | | | | | | | | | | | | | 1886 |
| | | | | | | | | | | | | | | | 1887 |
| | | | | | | | | | | | | | | | 1888 |
| | | | | | | | | | | | | | | | 1889 |
| | | | | | | | | | | | | | | | 1890 |
| 14,32,706 | 2,731 | 0·19 | ... | ... | ... | 1,71,24,771 | 4,75,186 | 2·78 | ... | ... | ... | ... | ... | ... | 1891 |
| 9,48,622 | 24,904 | 2·63 | ... | ... | ... | 1,72,52,030 | 4,37,876 | 2·54 | ... | ... | ... | 7,80,792 | ... | ... | 1892 |
| 9,65,771 | 25,735 | 2·66 | 7,000 | ... | ... | 1,72,58,860 | 8,88,708 | 5·16 | ... | ... | ... | 14,35,593 | 50,896 | 3·55 | 1893 |
| 9,69,407 | 40,447 | 4·17 | 2,70,472 | ... | ... | 1,73,65,592 | 7,91,335 | 4·56 | 17,000 | ... | ... | 14,99,605 | 61,152 | 4·08 | 1894 |
| 9,71,084 | 45,096 | 4·64 | 13,39,350 | ... | ... | 1,76,00,032 | 8,21,220 | 4·67 | 62,955 | ... | ... | 15,03,595 | 77,448 | 5·15 | 1895 |
| 9,73,294 | 75,382 | 7·75 | 15,63,721 | ... | ... | 1,75,63,395 | 9,89,274 | 5·63 | 14,91,727 | ... | ... | 15,29,265 | 84,238 | 5·51 | 1896 |
| 9,73,473 | 65,504 | 6·73 | 15,99,040 | ... | ... | 1,76,53,652 | 8,19,081 | 4·64 | 22,50,538 | 28,954 | 1·29 | 15,47,463 | 84,720 | 5·47 | 1897 |
| 23,14,152 | 27,616 | 3·35 | 17,89,252 | 61,364 | 3·43 | 1,78,56,546 | 7,09,781 | 3·98 | 23,18,496 | 31,782 | 1·37 | 15,78,017 | 76,059 | 4·82 | 1898 |
| 28,61,917 | 1,04,344 | 3·65 | 19,99,912 | 1,04,829 | 5·27 | 1,79,56,272 | 9,26,938 | 5·16 | 23,08,558 | 51,540 | 2·23 | 15,83,208 | 78,726 | 4·97 | 1899 |
| 32,60,432 | 1,04,962 | 3·22 | 19,80,010 | 1,85,703 | 9·38 | 1,80,00,616 | 10,10,773 | 5·62 | 23,09,481 | 59,540 | 2·58 | 15,74,082 | 86,714 | 5·48 | 1900 |

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Appendix 30.
Gain or loss.

APPEN

*Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS: OF RAILWAYS. | LINES OWNED AND WORKED BY NATIVE STATES. | | | | | | TOTAL NATIVE STATES LINES. | | | LINES IN | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 3′ 3⅜″ | | | 2′ 6″ | | | | | | | | |
| Class: No. | 21 (*d*) | | | 21 (*a*) | | | | | | 23 (*a*) | | |
| Railway. | DHRÁNGADRA. | | | MORVI. | | | | | | WEST OF INDIA PORTUGUESE. | | |
| Calendar year. | Capital outlay. | Net traffic earnings. | Percentage on capital outlay. | Capital outlay. | Net traffic earnings. | Percentage on capital outlay. | Capital outlay. | Net traffic earnings. | Percentage on capital outlay. | Capital outlay. | Net traffic earnings. | Percentage on capital outlay. |
| | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | |
| 1879 | | | | | | | | | | | | |
| 1880 | | | | | | | | | | | | |
| 1881 | | | | | | | | | | | | |
| 1882 | | | | | | | | | | | | |
| 1883 | | | | | | | | | | | | |
| 1884 | | | | | | | | | | | | |
| 1885 | | | | | | | | | | | | |
| 1886 | | | | | | | | | | | | |
| 1887 | | | | | | | | | | | | |
| 1888 | | | | | | | | | | | | |
| 1889 | | | | | | | | | | | | |
| 1890 | | | | | | | | | | | | |
| 1891 | ... | ... | ... | 20,55,599 | 1,08,617 | 5·28 | 8,60,11,514 | 30,09,498 | 3·50 | 1,63,22,139 | 1,21,583 | 0·74 |
| 1892 | ... | ... | ... | 21,04,519 | 1,30,370 | 6·19 | 9,19,77,951 | 32,86,186 | 3·57 | 1,63,00,901 | 11,107 | 0·07 |
| 1893 | ... | ... | ... | 21,57,365 | 1,45,732 | 6·75 | 10,01,84,730 | 39,56,647 | 3·95 | 1,62,74,816 | 1,65,069 | 1·01 |
| 1894 | ... | ... | ... | 22,23,526 | 1,42,667 | 6·42 | 10,53,78,060 | 46,57,448 | 4·42 | 1,63,12,813 | 1,19,332 | 0·73 |
| 1895 | ... | ... | ... | 23,99,396 | 2,00,127 | 8·34 | 11,00,11,010 | 46,59,182 | 4·24 | 1,63,31,966 | 1,12,136 | 0·69 |
| 1896 | ... | ... | ... | 23,82,315 | 1,81,621 | 7·62 | 11,58,44,053 | 54,84,723 | 4·73 | 1,63,80,444 | —78,893 | ... |
| 1897 | 5,830 | ... | ... | 24,76,757 | 2,11,642 | 8·55 | 12,38,19,065 | 52,51,997 | 4·24 | 1,63,40,168 | —1,60,785 | ... |
| 1898 | 5,93,589 | 10,617 | 1·79 | 24,79,448 | 1,63,990 | 6·61 | 13,92,01,222 | 54,25,189 | 3·90 | 1,62,97,448 | — 1,10,145 | ... |
| 1899 | 6,06,104 | 20,978 | 3·46 | 25,06,414 | 1,70,053 | 6·78 | 15,60,67,560 | 67,50,117 | 4·32 | 1,62,96,432 | 1,64,665 | 1·01 |
| 1900 | 5,86,534 | 18,984 | 3·24 | 27,28,115 | 1,58,794 | 5·82 | 16,09,04,092 | 78,85,412 | ... | 1,63,29,262 | — 66,845 | ... |

The figures for the years 1879 to 1890 could not be completed this year.

**DIX 30—*concluded.***



*income derived by railways which are not guaranteed by the State.*

Gain or loss.

38, 40 and 47 of Report.)

| FOREIGN TERRITORY. | | | | | | | | | CLASS OF RAILWAYS. |
|---|---|---|---|---|---|---|---|---|---|
| 3' 3⅜" | | | | | | TOTAL LINES IN FOREIGN TERRITORY. | | | GAUGE. |
| 24 (c) | | | 24 (d) | | | | | | Class No. |
| KÁRAIKKAL-PERALAM. | | | PONDICHERRY. | | | | | | Railway. |
| Capital outlay. | Net traffic earnings. | Percentage on capital outlay. | Capital outlay. | Net traffic earnings. | Percentage on capital outlay. | Capital outlay. | Net traffic earnings. | Percentage on capital outlay. | Calendar year. |
| Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | | |
| | | | | | | | | | 1879 |
| | | | | | | | | | 1880 |
| | | | | | | | | | 1881 |
| | | | | | | | | | 1882 |
| | | | | | | | | | 1883 |
| | | | | | | | | | 1884 |
| They will be furnished in next year's report. | | | | | | | | | 1885 |
| | | | | | | | | | 1886 |
| | | | | | | | | | 1887 |
| | | | | | | | | | 1888 |
| | | | | | | | | | 1889 |
| | | | | | | | | | 1890 |
| ... | ... | ... | 5,68,543 | 20,107 | 3·54 | 1,68,90,682 | 1,41,690 | 0·84 | 1891 |
| ... | ... | ... | 5,68,543 | 15,341 | 2·70 | 1,68,69,444 | 26,448 | 0·16 | 1892 |
| ... | ... | ... | 5,68,543 | 18,014 | 3·17 | 1,68,43,359 | 1,83,083 | 1·09 | 1893 |
| ... | ... | ... | 5,68,543 | 18,425 | 3·24 | 1,68,81,356 | 1,37,757 | 0·82 | 1894 |
| 4,739 | ... | ... | 5,68,543 | 22,711 | 3·99 | 1,69,05,268 | 1,34,847 | 0·79 | 1895 |
| 59,009 | ... | ... | 5,68,543 | 17,776 | 3·13 | 1,70,07,996 | —61,117 | ... | 1896 |
| 5,93,082 | ... | ... | 5,68,543 | 17,169 | 3·02 | 1,75,01,793 | —1,43,616 | ... | 1897 |
| 7,21,665 | 7,855 | 1·09 | 5,68,543 | 14,394 | 2·53 | 1,75,87,656 | —87,896 | ... | 1898 |
| 7,25,344 | 9,037 | 1·25 | 5,68,543 | 21,627 | 3·80 | 1,75,90,319 | 1,95,329 | 1·11 | 1899 |
| 7,29,715 | 9,478 | 1·30 | 5,68,543 | 23,193 | 4·08 | 1,76,27,520 | —34,174 | ... | 1900 |

## Appendix 31.

## APPEN

Sterling capital authorised.

*Capital authorised to be raised for each Guaranteed railway and State line leased to*

(Referred to in paragraph

| Classification. | Railways. | Amount authorised to be raised by the companies up to the 31st December 1900. | | | | | Amount raised by the companies and Secretary of State in England to the | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Share Capital. | Debentures. | Debenture stock. | Capital not bearing interest (premium). | Total. | Share Capital. | *Debentures.* Cash received. | *Debenture stock.* Cash received. |
| | | £ | £ | £ | £ | £ | £ | £ | £ |
| | *Guaranteed.* | | | | | | | | |
| 10 (*a*) | Bombay, Baroda and Central India | 7,550,300 | 2,817,400 | ... | 31,051 | 10,398,751 | * 7,528,628 | 2,814,080 | ... |
| 12 (*a*) | Madras | 10,257,630 | 1,295,300 | ... | 11,039 | 11,563,969 | † 10,257,630 | 1,269,719 | ... |
| | Total | 17,807,930 | 4,112,700 | ... | 42,090 | 21,962,720 | 17,786,258 | 4,083,799 | ... |
| | *State lines leased to Companies.* | | | | | | | | |
| 3 | Bengal Central | 500,000 | ‡ 500,000 | ... | ... | 1,000,000 | § 500,000 | ... | ... |
| 4 (*a*) | Bengal Nagpur | 3,000,000 | 1,625,000 | ... | 8,150 | 4,633,150 | ‖ 3,000,000 | 1,624,875 | ... |
| | Do. Extensions | ... | 1,775,000 | ... | 11,450 | 1,786,450 | ... | 1,770,625 | ... |
| 9 (*f*) | Indian Midland | 3,000,000 | 3,154,100 | ... | 6,523 | 6,160,623 | ‖ 3,000,000 | 3,141,600 | ... |
| 15 | Assam-Bengal | 1,500,000 | 1,360,000 | ... | 15,385 | 2,875,385 | ‡‡ 1,500,000 | 1,357,750 | ... |
| 18 (*b*) | Lucknow Bareilly section (Rohilkund and Kumaon) | ... | 147,000 | ... | ... | 147,000 | ... | ** 147,000 | ... |
| 22 (*a*) | Southern Mahratta | 3,500,000 | 1,093,100 | ... | 30,957 | 4,624,057 | § 3,492,540 | 1,092,350 | ... |
| 22 (*b*) | Mysore section (Southern Mahratta) | ... | ... | 1,200,000 | 24,000 | 1,224,000 | ... | ... | ‖ 1,200,000 |
| 25 | Burma | 2,000,000 | ... | ... | ... | 2,000,000 | §§ 1,992,395 | ... | ... |
| | Total | 13,500,000 | 9,654,200 | 1,200,000 | 96,465 | 24,450,665 | 13,488,935 | 9,134,200 | 1,200,000 |
| | Grand Total | 31,307,930 | 13,766,900 | 1,200,000 | 138,555 | 46,413,385 | 31,275,193 | 13,217,999 | 1,200,000 |

Details of debenture loans on 31st December 1900 and the dates at which the loans expire:—

*Bombay, Baroda and Central India Railway—*

| £ | | |
|---|---|---|
| 232,000 | 2½ per cent. | 1st February 1901. |
| 198,800 | 3 „ „ | 8th July 1901. |
| 300,000 | 3 „ „ | 1st January 1903. |
| 101,000 | 2½ „ „ | 5th May 1903. |
| 149,400 | 2½ „ „ | 15th June 1903. |
| 100,500 | 3 „ „ | 8th July 1903. |
| 500,000 | 2½ „ „ | 10th July 1903. |
| 100,000 | 2½ „ „ | 1st April 1904. |
| 100,700 | 3 „ „ | 8th July 1905. |
| 536,000 | 3 „ „ | 1st December 1905. |
| 500,000 | 3½ „ „ | 30th June 1907. |
| 2,817,400 | | |

*Madras Railway—*

| £ | | |
|---|---|---|
| 178,500 | 3 per cent. | 30th June 1902. |
| 60,000 | 2¾ „ „ | 31st December 1902. |
| 200,000 | 2½ „ „ | 31st December 1903. |
| 103,100 | 2½ „ „ | 30th June 1904. |
| 100,000 | 3 „ „ | 31st December 1905. |
| 111,500 | 3 „ „ | 30th June 1906. |
| 140,000 | 3½ „ „ | 30th June 1906. |
| 100,000 | 3½ „ „ | 30th April 1907. |
| 200,000 | 3½ „ „ | 31st October 1907. |
| 81,400 | 3½ „ „ | 31st December 1907. |
| 1,274,500 | | |

DIX 31.

Appendix 31.

Sterling capital authorised.

*companies, the amount raised and the amount withdrawn to 31st December 1900.*

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| ADVANCED BY THE SECRE- 31ST DECEMBER 1900. | | AMOUNT RAISED IN INDIA TO THE 31ST DECEMBER 1900. | | | TOTAL AMOUNT WITH- DRAWN TO THE 31ST DECEMBER 1900. | | REMARKS. |
|---|---|---|---|---|---|---|---|
| Capital not bearing interest (premium). | Advances made to companies from money raised under Act 51, Vict., Cap. V. | Share capital. | Capital not bearing interest (premium). | Total amount raised to the 31st December 1900. | During calendar year 1900. | Up to the close of calendar year 1900. | |
| £ | £ | £ | £ | £ | £ | £ | |
| 31,051 | ... | * 21,672 | ... | 10,395,431 | 69,746 | 10,333,137 | * 5 per cent. |
| 11,039 | ... | ... | ... | 11,538,388 | 201,790 | 11,490,267 | † 5 „ „ . . . £ 8,757,670<br>4½ „ „ . . . „ 999,960<br>4½ „ „ . . . „ 500,000 |
| 42,090 | ... | 21,672 | ... | 21,933,819 | 271,536 | 21,823,404 | ‡ Replaced by advances raised under Act 51, Vict., Cap. 5. |
| ... | 500,000 | ... | ... | 1,000,000 | 1,099 | 983,562 | § 3½ per cent.<br>‖ 4 „ „ |
| 8,150 | 2,760,000 | ... | ... | 7,393,025 | 45,382 | ¶ 7,703,665 | ¶ Includes expenditure by the State on the Katni-Umaria Section, which is equivalent to £ 323,590. |
| 11,450 | ... | ... | ... | 1,782,075 | 618,201 | 4,750,649 | |
| 6,523 | 1,345,000 | ... | ... | 7,493,123 | 162,667 | 8,074,849 | *# £ 147,000 sterling debentures were issued by the Company in England and sold for Rs. 20,34,195. This sum was paid into the Calcutta Treasury and at the contract rate is equivalent to a sterling payment of £ 160,837. Expenditure in excess of this capital has been advanced in India. |
| 15,385 | ... | ... | ... | 2,873,135 | 374,793 | 2,687,928 | |
| ... | ... | ... | ... | 147,000 | 28,798 | ** 345,244 | |
| 30,923 | 2,129,900 | 8,460 | 34 | †† 6,753,207 | 33,476 | †† 6,718,496 | |
| 24,000 | ... | ... | ... | 1,224,000 | 14,576 | 1,185,726 | †† Includes capital raised for completion of the Bellary-Kistna Section, and expenditure thereon from the 1st January 1888. |
| ... | ... | ... | ... | 1,997,395 | 564,495 | 1,989,876 | |
| 96,431 | 6,734,900 | 8,460 | 34 | 30,662,960 | 1,843,487 | 34,439,995 | ‡‡ 3 per cent. |
| 138,521 | 6,734,900 | 30,132 | 34 | 52,596,779 | 2,115,023 | 56,263,399 | §§ 2¾ „ „ |

*Bengal- Nagpur Railway—*

| £ | | |
|---|---|---|
| 260,000 | 2½ per cent. | 3rd January 1901. |
| 265,600 | 3 „ „ | 18th February 1902. |
| 1,234,400 | 4 „ „ | ... 1903. |
| 500,000 | 2½ „ „ | 10th July 1903. |
| 400,000 | 2¾ „ „ | 21st April 1904. |
| 400,000 | 3 „ „ | 18th August 1905. |
| 400,000 | 3 „ „ | 15th June 1906. |
| 3,400,000 | | |

*Indian Midland Railway—*

| £ | | |
|---|---|---|
| 1,000,000 | 3 per cent. | 30th June 1901. |
| 171,200 | 2¾ „ „ | 31st December 1902 |
| 250,000 | 2½ „ „ | Ditto |
| 582,900 | 2½ „ „ | 30th June 1903. |
| 1,000,000 | 3¾ „ „ | 31st December 1903. |
| 150,000 | 3 „ „ | 30th June 1905. |
| 3,154,100 | | |

*Southern Mahratta Railway—*

| £ | | |
|---|---|---|
| 255,000 | 3 per cent. | 1st October 1901. |
| 100,000 | 2½ „ „ | „ April 1904. |
| 88,100 | 3 „ „ | „ October 1905. |
| 600,000 | 3 „ „ | „ April 1906. |
| 50,000 | 3½ „ „ | „ October 1907. |
| 1,093,100 | | |

*Assam-Bengal Railway—*

| £ | | |
|---|---|---|
| 500,000 | 3 per cent. | 4th July 1902. |
| 300,000 | 3½ „ „ | 13th April 1905. |
| 560,000 | 3½ „ „ | 4th July 1907. |
| 1,360,000 | | |

*Lucknow Bareilly Railway—*

£ 147,000 . . . . 3 per cent. . . . . 1st July 1901.

# Appendix 32.
Budget allotments.



## *Amount allotted to each Railway Administration for expenditure on capital account*

(Referred to in para

| Class : No. Railway | 1 (a) East Indian. | | | | | 2 (a) and (b). Eastern Bengal State. | | | | | 3 Bengal. | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Particulars. / Year. | Capital asked for. | Capital at first allotted. | Capital allotted on revision of Budget. | Capital actually expended. | Mileage opened during the year. | Capital asked for. | Capital at first allotted. | Capital allotted on revision of Budget. | Capital actually expended. | Mileage opened during the year. | Capital asked for. | Capital at first allotted. | Capital allotted on revision of Budget. | |
| 1891-92 | — 3,20,000 | — 3,36,000 | — 6,34,000 | — 7,31,147 | ... | 12,05,600 | 11,65,600 | 19,59,600 | 21,57,598 | ... | 3,81,000 | 3,81,000 | 2,63,000 | |
| 1892-93 | 17,39,000 | 27,45,000 | 31 79,0 0 | 36,70,599 | 2·88 | 19,64,700 | 20,06,900 | 17,69,000 | 13,50,957 | 35·11 | 6,30,000 | 1,32,000 | 1,32,000 | |
| 1893-94 | 72,00,000 | 27,23,000 | 54,11,000 | 54,33,772 | ... | 18,30,000 | 14,68,000 | 10,94,000 | 10,55,438 | ... | 6,52,000 | 1,55,000 | 47,000 | |
| 1894-95 | 66,20.000 | 24,00,000 | 35,41,000 | 38,82,382 | 56·97 | 21,75,000 | 9,00,000 | 6,45,000 | 6,02,680 | ... | 5,58,000 | 63,000 | 58,000 | |
| 1895-96 | 56,70,000 | 31,00,000 | 55,50,000 | 52,11,142 | 23·32 | 13,00,000 | 12,00,000 | 14,16,000 | 14,25,285 | ... | 5,96,000 | 1,01,000 | 55,000 | |
| 1896-97 | 1,00,00,000 | 11,22,000 | 68,00,000 | 64,94,213 | 4·81 | 40,00,000 | 40,75,000 | 45,59,000 | 42,79,950 | ... | 17,42,000 | 7,25,000 | 9,94,000 | |
| 1897-98 | 1,30,00,000 | 1,05,00,000 | 1,20,00,000 | 1,28,94,201 | 1·25 | 69,14,000 | 71,25,000 | 49,33,000 | 56,02,739 | ... | 14,83,000 | 7,00,000 | 6,79,000 | |
| 1898-99 | 1,50,00,000 | 1,62,65,000 | 1,45,00,000 | 1,25,59,624 | 5·61 | 1,07,69,000 | 66,57,000 | 39,83,000 | 33,05,840 | 9·49 | 27,10,500 | 4,00,000 | 7,81,000 | |
| 1899-1900 | 1,88,00,000 | 1,50,00,000 | 1,95,00,000 | 1,98,82,502 | 125·48 | 78,49,000 | 64,97,000 | 53,45,000 | 54,50,381 | 32·82 | 16,60,000 | 4,00,000 | 4,00,000 | |
| 1900-01 | 1,87,50,000 | 1,28,20,000 | 1,69,70,000 | ... | 3·23 | 97,60,000 | 61,56,000 | 51,95,000 | ... | 53·84 | 2,63,000 | 2,50,000 | 2,50,000 | |

| | 7 (a) and (b). Oudh and Rohilkhand State. | | | | | 8 (a) North Western State. | | | | | 9 (a) Great Indian | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1891-92 | 6,36,880 | 6,34,000 | 7,65,800 | 5,26,004 | ... | 59,94,000 | 35,71,000 | 61,80,200 | 55,06,288 | 67·85 | 50,89,500 | 49,10,000 | — 11,35,000 | |
| 1892-93 | 1,05,60,000 | 63,85,600 | 42,70,000 | 35,89,252 | ... | 1,52,83,000 | 92,30,700 | 88,53,000 | 92,34,807 | 3·00 | 22,26,000 | 21,35,000 | 4,82,000 | |
| 1893-94 | 5,22,400 | 40,85,000 | 51,94,000 | 51,20,616 | 48·56 | 1,46,00,000 | 93,63,000 | 95,28,800 | 7, 39,205 | ... | 18,24,100 | 32,81,000 | — 2,68,800 | |
| 1894-95 | 31,71,000 | 22,29,000 | 27,18,000 | 25,28,142 | 56·07 | 29,91,000 | 91,21,000 | 1,31,30,000 | 1,14,89,843 | ... | 15,38,000 | 15,01,000 | 17,33,000 | |
| 1895-96 | 44,96,000 | 30,43,000 | 30,61,000 | 28,28,376 | ... | 1,67,00,000 | 1,33,27,000 | 1,55,38,000 | 1,53,73,545 | 103·29 | 15,46,000 | 10,73,000 | 6,70,000 | |
| 1896-97 | 32,75,000 | 33,34,000 | 34,77,000 | 31,82,947 | 49·76 | 1,33,93,000 | 2,37,84,000 | 1,52,27,000 | 1,55,72,733 | 263·88 | 16,03,000 | 16,35,000 | — 3,43,000 | |
| 1897-98 | 51,10,000 | 51,10,000 | 52,72,000 | 53,83,810 | 45·03 | 81,88,000 | 86,10,000 | 65,62,000 | 57,78,432 | ... | 12,90,000 | 40,47,000 | 14,24,000 | |
| 1898-99 | 32,35,000 | 33,95,000 | 54,59,000 | 44,80,096 | 138·39 | 76,67,000 | 89,46,000 | 27,21,000 | 73,18,184 | ... | 45,75,000 | 63,64,000 | 30,73,000 | |
| 1899-1900 | 71,35,000 | 54,73,000 | 56,75,000 | 59,81,021 | 32·05 | 51,99,000 | 54,24,000 | 46,77,000 | 43,87,895 | 124·61 | 45,45,000 | 45,34,000 | 30,09,000 | |
| 1900-01 | 40,86,000 | 30,38,000 | 29,79,000 | ... | 86·77 | 92,49,000 | 42,88,000 | 63,82,000 | ... | 118·13 | 37,69,000 | 18,50,000 | —29,81,000 | |

| | 10 (e), (f) and (i). Rajputana-Malwa. | | | | | 12 (a) Madras. | | | | | 15 Assam | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1891-92 | 31,00,000 | 30,60,000 | 20,13,000 | 17,13,871 | ... | 10,98,000 | 12,53,000 | 12,34,000 | 12,78,126 | ... | ... | ... | 10,34,000 | |
| 1892-93 | 71,30,000 | 48,00,000 | 66,55,000 | 70,47,073 | ... | 13,54,000 | 12,63,000 | 2,04,000 | 2,48,381 | ... | 35,00,000 | 1,25,00,000 | 55,09,000 | |
| 1893-94 | 57,00,000 | 44,29,000 | 48,82,000 | 48,60,479 | 17·28 | 9,75,684 | 10,54,000 | 4,72,000 | 3,89,210 | ... | 1,22,40,000 | 1,26,99,000 | 92,11,000 | |
| 1894-95 | 30,45,000 | 23,20,000 | 38,34,000 | 30,50,064 | ... | 11,44,000 | 6,16,000 | 3,98,050 | 1,88,902 | ... | 1,08,74,000 | 82,95,000 | 1,67,75,000 | |
| 1895-96 | 40,20,000 | 34,50,000 | 26,74,000 | 28,65,244 | ... | 5,98,731 | 9,63,000 | 3,41,000 | 2,89,722 | 8·55 | 2,09,58,000 | 1,47,17,000 | 1,43,83,000 | |
| 1896-97 | 16,40,000 | 14,44,000 | 3,47,000 | — 62,693 | 25·81 | 8,31,700 | 5,66,000 | 6,03,000 | 4,85.869 | ... | 2,34,55,000 | 1,75,00,000 | 1,17,06,000 | |
| 1897-98 | 9,52,000 | 6,55,000 | 1,50,000 | 1,27,324 | ... | 11,17,000 | 12,18,000 | 2,78,000 | 2,98,774 | ... | 1,98,55,000 | 1,33,00,000 | 1,20,94,000 | |
| 1898-99 | 17,41,000 | 15,00,000 | 6,63,000 | — 1,15,096 | ... | 36,58,000 | 59,17,000 | 9,07,000 | 5,79,654 | ... | 1,44,15,000 | 1,15,20,000 | 1,20,24,000 | |
| 1899-1900 | 23,65,000 | 9,00,000 | 18,00,000 | 11,50,566 | ... | 39,66,000 | 26,04,000 | 20,26,000 | 16,06,789 | ... | 1,24,00,000 | 80,00,000 | 1,00,36,000 | |
| 1900-01 | 30,80,000 | 12,00,000 | 27,44,000 | ... | ... | 60,73,000 | 31,00,000 | 39,39,000 | ... | ... | 1,26,92,000 | 1,26,10,000 | 91,60,000 | |

| | 19 (c). Jodhpur Bikaner (Shadipalli-Jodhpur Frontier section). | | | | | 22 (a) to (c). Southern Mahratta. | | | | | 24 (a) South | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1891-92 | ... | ... | ... | ... | ... | 14,72,000 | 23,99,000 | 19,93,000 | 17,53,363 | 15·25 | 67,16,000 | 40,80,000 | 20,00,000 | |
| 1892-93 | ... | ... | ... | ... | ... | 32,76,500 | 31,83,000 | 47,88,000 | 45,69,960 | 19·93 | 40,37,500 | 22,70,000 | —16,42,000 | |
| 1893-94 | ... | ... | ... | ... | ... | 25,56,000 | 18,57,000 | 5,67,000 | 5,07,466 | 56·55 | 26,29,900 | 11,37,000 | 7,25,000 | |
| 1894-95 | ... | ... | ... | ... | ... | 8,40,000 | 14,09,000 | 7,31,000 | 6,81,842 | ... | 17,74,000 | 6,00,000 | 2,00,000 | |
| 1895-96 | ... | ... | ... | ... | ... | 11,77,000 | 12,62,000 | 8,12,000 | 7,55,237 | ... | 14,96,000 | 8,50,000 | 4,50,000 | |
| 1896-97 | ... | ... | ... | ... | ... | 15,01,000 | 14,78,000 | 9,80,000 | 9,04,205 | ... | 6,15,000 | 5,00,000 | 1,50,000 | |
| 1897-98 | ... | ... | 25,000 | 7,987 | ... | 19,70,000 | 18,07,000 | 9,23,000 | 8,17,542 | ... | 8,15,000 | 5,00,000 | —2,70,000 | |
| 1898-99 | 23,75,000 | 1,00 000 | 10,03,000 | 9,70,558 | ... | 18,65,000 | 15,20,000 | 7,95,000 | 8,12,707 | ... | —14,76,000 | —18,44,000 | —20,00,000 | |
| 1899-1900 | 24,81,000 | 9,90,000 | 10,04,000 | 9,42.349 | ... | 9,65,000 | 6,00,000 | 4,75,000 | 4,60,852 | ... | 5,00,000 | 22,00,000 | 10,93,000 | |
| 1900-01 | 17,93,000 | 10,00,000 | 3,98,000 | ... | 68·49 | 12,10,000 | 6,00,000 | 6,06,000 | ... | ... | 60,00.000 | 13,00,000 | 43,12,000 | |

Note.—The credit items represent the amounts by which credits under suspense and on account of capital outlay

# DIX 32.



*during each official year from 1891-92 and the amount actually expended.*

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| Central. | | 4 (a) Bengal-Nágpur. | | | | | 5 East Coast State. | | | | | Class : No. Railway. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Capital actually expended. | Mileage opened during the year. | Capital asked for. | Capital at first allotted. | Capital allotted on revision of Budget. | Capital actually expended. | Mileage opened during the year. | Capital asked for. | Capital at first allotted. | Capital allotted on revision of Budget. | Capital actually expended. | Mileage opened during the year. | Particulars. Year. |
| 2,25,962 | ... | 37,07,000 | 14,00,000 | 84,65,000 | 81,68,486 | ... | 1,40,48,000 | 1,10,20,000 | 1,25,20,000 | 1,30,56,508 | ... | 1891-92. |
| 1,18,013 | ... | 51,81,000 | 55,13,000 | 42,68,000 | 41,36,542 | 30·23 | 1,66,15,000 | 1,08,91,000 | 1,24,94,000 | 1,23,40,988 | 88·58 | 1892 93. |
| 28,305 | ... | 20,60,000 | 23,98,000 | 13,73,000 | 11,94,152 | ... | 1,00,04,600 | 91,85,000 | 99,73,000 | 97,64,893 | 174·81 | 1893-94. |
| 58,730 | ... | 8,78,000 | 6,48,000 | 3,16,000 | 3,38,482 | ... | 99,66,000 | 76,10,000 | 78,55,000 | 83,21,931 | 90·71 | 1894-95. |
| 56,662 | ... | 7,07,000 | 6,94,000 | 29,98,000 | 21,12,011 | ... | 53,00,000 | 53,00,000 | 87,30,000 | 87,63,511 | 137·37 | 1895 96. |
| 9,56,582 | ... | 2,55,84,000 | 1,69,64,000 | 1,55,77,000 | 1,57,92,396 | ... | 1,03,78,000 | 99,78,000 | 1,15,66,000 | 1,10,42,010 | 47·15 | 1896-97. |
| 6,57,068 | ... | 3,82,23,000 | 2,12,84,000 | 1,94,00,000 | 1,84,68,149 | ... | 1,06,30,000 | 1,05,30,000 | 90,73,000 | 89,48,642 | 2·66 | 1897-98. |
| 6,16,262 | ... | 2,37,56,000 | 2,07,00,000 | 1,86,10,000 | 1,84,49,688 | 323·53 | 85,18,000 | 90,44,000 | 89,58,000 | 88,66,098 | 232·32 | 1898-99. |
| 1,07,764 | ... | 2,35,10,000 | 1,77,00,000 | 1,77,00,000 | 1,70,70,994 | 5·75 | 29,55,000 | 27,00,000 | 30,95,000 | 29,09,719 | ... | 1899-1900. |
| ... | ... | 1,47,72,000 | 1,05,00,000 | 81,04,000 | ... | 92·54 | 34,39,000 | 14,00,000 | 11,40,000 | ... | 7·16 | 1900-01. |

| to (c). Peninsula. | | 9 (f) and (i). Indian Midland. | | | | | 10 (a). Bombay, Baroda and Central India. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| —12,57,225 | ... | 31,06,800 | 30,93,000 | 23,80,000 | 21,42,211 | ... | 5,86,000 | 5,86,000 | 3,80,000 | 2,63,533 | ... | 1891-92. |
| 7,26,515 | ... | 20,38,000 | 21,88,000 | 14,57,000 | 12,37,184 | ... | 2,09,000 | 2,09,000 | — 2,53,000 | — 1,71,305 | ... | 1892-93. |
| —4,80,123 | ... | 16,40,800 | 21,49,000 | 11,48,000 | 8,78,552 | ... | 12,50,000 | 13,05,000 | 10,55,000 | 9,40,633 | ... | 1893-94. |
| 16,58,250 | ... | 12,99,810 | 22,07,000 | 9,25,000 | 7,48,722 | ... | 15,95,000 | 9,75,000 | 17,70,000 | 16,65,198 | ... | 1894-95. |
| 5,69,796 | ... | 3,50,700 | 2,86,000 | 8,89,000 | 4,86,315 | 1·77 | 30,40,000 | 25,50,000 | 28,13,000 | 27,55,585 | ... | 1895-96. |
| —4,90,409 | 1·07 | 1,00,66,980 | 96,07,000 | 68,14,000 | 76,19,372 | ... | 39,75,000 | 47,11,000 | 31,02,000 | 28,83,994 | ... | 1896-97. |
| 15,45,812 | ... | 33,55,000 | 26,01,000 | 29,24,000 | 30,13,399 | 47·83 | 50,00,000 | 67,46,000 | 27,00,000 | 25,51,368 | ... | 1897-98. |
| 28,57,021 | ... | 33,00,000 | 20,10,000 | 20,84,000 | 19,24,558 | 68·21 | 53,50,000 | 66,43,000 | 45,91,000 | 40,21,367 | ... | 1898-99. |
| 28,74,659 | 19·00 | 19,59,000 | 17,50,000 | 23,48,000 | 19,97,374 | ... | 49,00,000 | 41,00,000 | 51,81,000 | 41,49,383 | ... | 1899-1900. |
| ... | 51·06 | 22,46,000 | 7,50,000 | 17,79,000 | ... | ... | 41,50,000 | 10,00,000 | 13,98,000 | ... | ... | 1900-01. |

| Bengal. | | 17 (b). Bengal and North Western (Tirhoot section). | | | | | 18 (b). Rohilkund and Kumaon (Lucknow-Bareilly section). | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4,78,762 | ... | 6,90,000 | 6,00,000 | 4,65,900 | 3,60,114 | 12·51 | 5,10,000 | 8,00,000 | 7,19,000 | 6,85,670 | 57·55 | 1891-92. |
| 51,14,484 | ... | 3,40,000 | 2,35,000 | 12,40,000 | 12,48,004 | ... | 2,00,000 | 2,63,000 | 3,20,000 | 2,69,687 | 23·50 | 1892-93. |
| 86,50,636 | ... | 3,06,500 | 1,98,000 | 1,83,000 | 1,24,598 | ... | 2,30,000 | 4,41,000 | 2,78,000 | 2,10,265 | 7·37 | 1893-94. |
| 1,66,51,385 | ... | 10,36,000 | 8,00,000 | 5,05,000 | 2,58,104 | ... | 2,75,000 | 3,80,000 | 1,66,000 | 1,11,826 | 1·75 | 1894-95. |
| 1,37,36,608 | 158·90 | 7,71,000 | 7,00,000 | 6,03,000 | 5,08,239 | ... | 2,20,000 | 2,05,000 | 3,08,000 | 2,09,454 | ... | 1895-96. |
| 1,15,55,591 | 201·73 | 4,06,000 | 43,25,000 | 24,41,000 | 16,59,234 | ... | 4,96,000 | 3,43,000 | 3,37,000 | 3,06,608 | ... | 1896-97. |
| 1,18,24,159 | ... | 73,11,000 | 71,00,000 | 53,50,000 | 47,24,254 | ... | 3,25,000 | 2,28,000 | 4,48,000 | 3,57,554 | ... | 1897-98. |
| 1,24,72,607 | 53·82 | 59,50,000 | 62,00,000 | 40,70,000 | 34,38,341 | ... | 2,20,000 | 1,50,000 | 1,53,000 | 1,28,139 | ... | 1898-99. |
| 1,01,54,508 | 20·31 | 35,01,000 | 24,00,000 | 30,00,000 | 32,77,918 | 73·17 | 1,60,000 | 69,000 | 69,000 | —2,969 | ... | 1899-1900. |
| ... | 142·20 | 47,86,000 | 33,38,000 | 50,88,000 | ... | 92·18 | 1,12,000 | 3,74,000 | 3,74,000 | ... | ... | 1900-01. |

| and (e). Indian. | | 25 Burma. | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17,69,325 | 203·78 | 53,11,000 | 54,14,000 | 57,46,100 | 55,31,390 | 59·05 | ... | ... | ... | ... | ... | 1891-92. |
| — 20,26,137 | ... | 53,40,000 | 53,89,500 | 51,11,000 | 49,85,645 | 99·46 | ... | ... | ... | ... | ... | 1892-93. |
| 7,50,345 | ... | 54,76,400 | 43,82,000 | 35,13,800 | 33,39,972 | 12·89 | ... | ... | ... | ... | ... | 1893-94. |
| 1,85,032 | ... | 36,31,000 | 36,28,000 | 33,93,000 | 33,48,504 | 15·46 | ... | ... | ... | ... | ... | 1894-95. |
| 3,82,340 | ... | 15,54,700 | 11,11,000 | 16,09,000 | 16,71,732 | 141·07 | ... | ... | ... | ... | ... | 1895-96. |
| 1,49,527 | ... | 8,75,000 | 76,28,000 | 71,53,000 | 66,22,514 | ... | ... | ... | ... | ... | ... | 1896-97. |
| —3,01,266 | ... | 77,10,000 | 77,10,000 | 55,16,000 | 52,35,328 | 50·00 | ... | ... | ... | ... | ... | 1897-98. |
| —19,58,792 | ... | 99,50,000 | 1,00,00,000 | 70,00,000 | 72,06,664 | ... | ... | ... | ... | ... | ... | 1898-99. |
| 10,48,002 | 4·49 | 1,18,13,000 | 80,00,000 | 78,00,000 | 78,14,726 | 57·21 | ... | ... | ... | ... | ... | 1899-1900. |
| ... | 1·45 | 1,02,85,000 | 88,00,000 | 97,85,000 | ... | 130·66 | ... | ... | ... | ... | ... | 1900-01. |

transferred from one railway system to another exceed the amounts allotted and expended on works of construction.

Appendix 33.
Capital outlay.

# APPEN

## *Capital outlay on each railway to the close of the year*

(Referred to in paragraph

| ADMINISTRATION BY WHICH WORKED. | | EAST INDIAN RAILWAY. | | | | | | EASTERN BENGAL | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | NAME OF RAILWAY. | EAST INDIAN. | | DELHI-UMBALLA-KALKA. | SOUTH BEHAR. | TARKESSUR. | KALKA-SIMLA. | EASTERN AND SOUTHERN SECTIONS | NORTHERN AND BEHAR SECTIONS. | |
| | Classification Number. | 1 (*a*) | | 1 (*b*) | 1 (*c*) | 1 (*d*) | 1 (*f*) | 2 (*a*) | 2 (*b*) | |
| | Gauge. | 5′ 6″ | | 5′ 6″ | 5′ 6″ | 5′ 6″ | 2 0″ | 5′ 6″ | 3′ 3⅜″ and 2′ 6″ | |
| Item. | Length of railway and main heads of expenditure. | Open line. | Under construction. | Open line. | Open line. | Open line. | Under construction. | Open line. | Open line. | Under construction. |
| | LENGTH OF LINE. | | | | | | | | | |
| (*a*) | Single track . . . Miles. | 1,362·68 | 151·13 | 162·24 | 78·76 | 22·23 | 58·00 | 155·83† | 489·08 | 52·88 |
| (*b*) | Double „ . . . . „ | 477·64 | ... | ... | ... | ... | ... | 112·21 | ... | ... |
| (*c*) | TOTAL MILEAGE . „ | 1,840·32 | 151·13 | 162·24 | 78·76 | 22·23 | 58·00 | 268·04 | 489·08 | 52·88 |
| | Outlay— | | | | | | | | | |
| 1 | Purchase of line . . Rs. | 37,20,00,000 | ... | ... | ... | ... | ... | 4,41,55,749 | ... | ... |
| 2 | Overdrawn Capital . „ | 26,45,269 | ... | ... | ... | ... | ... | 4,24,483 | ... | ... |
| 3 | Expenditure incurred since purchase . „ | 10,31,25,275 | ... | ... | ... | ... | ... | 3,60,70,802 | ... | ... |
| 4 | TOTAL outlay on railway to end of 1900— | | | | | | | | | |
| | Sum of 1 to 3 . . . Rs. | 47,77,70,544 | ... | ... | ... | ... | ... | 8,06,51,034 | ... | ... |
| | „ XIX & XX . . „ | | 28,48,852 | 1,53,15,467 | 1,23,15,110 | 17,84,166 | 13,18,465 | | 4,33,59,490 | 39,13,273 |
| I | Preliminary expenses . „ | 15,39,105 | 1,81,096 | 8,07,400 | 7,46,511 | Details not available. | 3,41,892 | Details not available. | 1,97,023 | 5,942 |
| II | Land . . . . . „ | 28,28,861 | 1,90,275 | | ... | | 43 | | 13,42,719 | 45,202 |
| III | Formation . . . . „ | 2,33,55,885 | 3,43,339 | | 7,51,359 | | 1,97,159 | | 31,25,900 | 2,23,890 |
| IV | Bridgework . . . . „ | 7,62,22,354 | 6,47,083 | 39,39,436 | 37,18,223 | | 4,144 | | 77,72,068 | 20,84,909 |
| V | Fencing . . . . . „ | 38,28,986 | 3,124 | | 83,282 | | ... | | 11,18,673 | 7,113 |
| VI | Electric telegraph . . „ | 29,82,766 | ... | | ... | | ... | | 7,210 | ... |
| VII | Ballast and permanent-way „ | 11,30,16,120 | 10,89,384 | 71,41,670 | 37,30,861 | | 805 | | 1,06,32,890 | 8,71,737 |
| VIII | Stations and buildings . „ | 4,11,58,268 | 61,386 | 13,54,689 | ... | | 2,527 | | 49,33,943 | 1,27,989 |
| IX | Colliery works . . . „ | 18,81,414 | ... | ... | 7,00,309 | | ... | | ... | ... |
| X | Plant . . . . . „ | 57,07,262 | 89,365 | 2,38,836 | 7,06,249 | | 6,442 | | 12,79,714 | 2,57,852 |
| XI | Rolling-stock . . . „ | 9,89,52,706 | ... | ... | ... | | ... | | 74,25,708 | 68,632 |
| XII | General charges . „ | 5,56,33,742 | 2,43,800 | 10,55,356 | 7,66,922 | | 1,94,826 | | 30,41,502 | 2,19,917 |
| XIII | Exchange . . . . „ | ... | ... | ... | ... | | ... | | 9,31,358 | ... |
| XIV | TOTAL OF I TO XIII . „ | 42,71,07,469 | 28,48,852 | 1,45,37,387 | 1,12,03,716 | 17,84,166 | 7,48,138 | 6,71,31,429 | 4,21,38,708 | 39,13,273 |
| XV | Ferries, etc. . . . „ | 13,18,722 | ... | ... | ... | ... | ... | 15,77,073 | 12,20,782 | ... |
| XVI | Suspense. . . . . „ | 1,27,87,384 | ... | —2,07,331 | 75,777 | ... | 5,27,868 | 30,22,388 | ... | ... |
| XVII | Sundries . . . . . „ | 14,26,384* | ... | 9,85,411 | 10,35,617 | ... | 42,459 | ... | ... | ... |
| XVIII | TOTAL items XV to XVII „ | 1,55,32,488 | ... | 7,78,080 | 11,11,394 | ... | 5,70,327 | 45,99,461 | 12,20,782 | ... |
| XIX | GRAND TOTAL expenditure in construction of railway (XIV + XVIII). „ | 44,26,39,957 | 28,48,852 | 1,53,15,467 | 1,23,15,110 | 17,84,166 | 13,18,465 | 7,17,30,890 | 4,33,59,490 | 39,13,273 |
| XX | Amount paid in premia, &c. . . . . „ | 3,51,30,587 | ... | ... | ... | ... | ... | 89,20,144 | ... | ... |

NOTE.—The total outlay borne against the capital account of each

* Includes Rs. 9,75,428 on account of surplus stores less sale proceeds from same.
† Excludes 0 miles constructed but not worked.

# DIX 33.



*1900 distributed over main heads of expenditure.*

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| STATE RAILWAY. | | | | BENGAL CENTRAL. | BENGAL-NÁGPUR RAILWAY. | | RAIPUR-DHAMTARI. | EAST COAST. | CALCUTTA PORT COMMISSIONERS. | OUDH AND ROHILKHAND STATE RAILWAY. | | | Item. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DACCA SECTION. | BRAHMAPUTRA-SULTANPUR. | MYMENSINGH-JAMALPUR-JAGANNATHGANJ. | COOCH BEHAR. | | BENGAL-NÁGPUR. | | | | | OUDH AND ROHILKHAND. | HARDWAR-DEHRA. | CAWNPORE-BURHWAL METRE GAUGE LINK. | |
| 2 (*b*). | 2 (*c*) | 2 (*d*) | 2 (*e*) | 3 | 4 (*a*) | | 4 (*b*) | 5 | 6 | 7 (*a*) | 7 (*b*) | 7 (*c*) | |
| 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 2′ 6″ | 5′ 6″ | 5′ 6″ | | 2′ 6″ | 5′ 6″ | 5′ 6″ | 5′ 6″ | 5′ 6″ | 3′ 3⅜″ | |
| Open line. | Open line | Open line | Open line. | Open line. | Open line. | Under construction. | Open line. | Open line. | Open line. | Open ine. | Open line. | Open line. | |
| 85·92 | 59·19 | 53·37 | 33·78 | *125·01 | 1,212·21 | † 119·27 | 56·24 | 803·33 | 7·04 | 1,037·53 | 32·04 | 79·60 | (*a*) |
| ... | ... | ... | ... | ... | ‡4·25 | ... | ... | 4·24 | 1·49 | ... | ... | ... | (*b*) |
| 85·92 | 59·19 | 53·37 | 33·78 | 125·01 | 1,226·46 | 119·27 | 56·24 | 807·57 | 8·53 | 1,037·53 | 32·04 | 79·60 | (*c*) |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 10,33,60,490 | ... | ... | 1 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3,06,25,473 | ... | ... | 3 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ‖3,39,85,963 | ... | ... | 4 |
| 72,73,446 | 24,20,811 | 18,78,395 | 12,83,906 | 1,26,95,033 | 17,08,88,046 | 20,27,289 | 12,59,269 | 8,80,71,731 | 73,81,086 | | 25,67,093 | 25,10,294 | |
| 1,27,561 | 14,979 | 4,324 | 11,508 | 1,48,152 | 17,83,069 | 2,364 | 11,127 | 5,27,300 | 30,553 | 12,89,171 | 20,654 | 31,729 | I |
| 5,33,296 | ... | ... | 14,435 | 41,760 | 54,60,320 | 12,67,453 | 5,274 | 23,77,261 | 41,82,516 | 7,29,227 | ... | 94,804 | II |
| 6,99,264 | 4,02,685 | 1,46,150 | 1,57,613 | 7,56,724 | 2,14,14,792 | 1,44,482 | 81,043 | 85,57,653 | 1,25,948 | 44,26,505 | 6,14,239 | 1,37,459 | III |
| 5,89,990 | 3,84,680 | 1,54,932 | 3,59,868 | 14,47,827 | 4,12,90,185 | 1,38,510 | 67,596 | 2,31,06,490 | 4,28,033 | 3,20,10,433 | 5,67,226 | 2,65,770 | IV |
| 1,09,010 | 12,976 | 33,761 | 2,599 | 4,09,983 | 7,20,686 | 4,319 | 364 | 6,33,637 | 53,509 | 28,98,767 | 50,803 | 2,56,390 | V |
| ... | ... | ... | 1,825 | ... | ... | ... | ... | 3,142 | ... | 46,129 | ... | ... | VI |
| 18,06,122 | 12,88,568 | 11,23,582 | 3,68,029 | 45,04,558 | 4,86,19,437 | 2,36,248 | 6,34,659 | 2,79,46,389 | 9,82,160 | 3,72,09,080 | 8,75,375 | 12,16,118 | VII |
| 13,16,006 | ... | ... | 76,598 | 11,60,546 | 1,04,79,759 | 1,31,594 | 47,294 | 53,23,141 | 4,43,906 | 1,32,50,710 | 1,94,769 | 4,01,043 | VIII |
| ... | 1,26,027 | 2,27,615 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | IX |
| 2,24,721 | 25,975 | 29,739 | 13,713 | 3,72,013 | 35,71,483 | 54,606 | 9,397 | 18,58,989 | ... | 26,50,316 | 24,652 | 4,760 | X |
| 11,98,665 | ... | ... | 1,78,912 | 28,45,373 | 2,17,85,192 | ... | 3,21,552 | 98,94,661 | 8,05,478 | 1,70,49,012 | ... | ... | XI |
| 3,63,311 | 1,48,192 | 79,903 | 78,046 | 7,35,829 | 1,01,37,746 | 47,713 | 80,963 | 57,67,231 | 28,933 | 98,03,725 | 2,18,451 | 1,02,986 | XII |
| 3,05,500 | ... | ... | ... | ... | 6,53,185 | ... | ... | ... | ... | ... | ... | ... | XIII |
| 72,73,446 | 24,04,082 | 18,00,006 | 12,63,146 | 1,24,22,765 | 16,59,15,854 | 20,27,289 | 12,59,269 | 8,59,95,894 | 73,81,086 | 12,13,65,075 | 25,66,169 | 25,11,059 | XIV |
| ... | ... | 68,020 | 3,618 | ... | 1,38,170 | ... | ... | 4,86,078 | ... | ... | ... | ... | XV |
| ... | 16,729 | 9,315 | 17,142 | 1,70,596 | 48,34,022 | ... | ... | 15,89,759 | ... | 18,88,882 | 924 | ... | XVI |
| ... | ... | 1,054 | ... | 1,03,054 | ... | ... | ... | ... | ... | —1,69,382 | ... | —765 | XVII |
| ... | 16,729 | 78,389 | 20,760 | 2,73,650 | 49,72,192 | ... | ... | 20,75,837 | ... | 17,19,500 | 924 | —765 | XVIII |
| 72,73,446 | 24,20,811 | 18,78,395 | 12,83,906 | 1,26,96,415 | 17,08,88,046 | 20,27,289 | 12,59,269 | 8,80,71,731 | 73,81,086 | 12,30,84,575 | 25,67,093 | 25,10,294 | XIX |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1,09,01,388 | ... | ... | XX |

railway, *i.e.*, for lines open and lines under construction, is shown in Appendix 30.

* Expenditure on the Pattipooker branch (2·68 miles under construction) is not recorded separately.

† Work on 114·77 miles not yet commenced.

*P. T. O.*

**Appendix 33.**
Capital outlay.

**APPEN**

*Capital outlay on each railways to the close of the year*

(Referred to in paragraph

| ADMINISTRATION BY WHICH WORKED. | | NORTH WESTERN STATE | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | NAME OF RAILWAY. | NORTH-WESTERN. | | | | SOUTHERN PUNJAB. | RÁJPURA BHÁTINDA. | HYDERABAD SHADIPALLI. |
| | Classification No. | 8 (*a*) | | | | 8 (*b*) | 8 (*c*) | 8 (*d*) |
| | Gauge. | 5′ 6″ | | | | 5′ 5″ | 5′ 6″ | 5′ 6″ |
| Item. | Length of railway and main head of expenditure. | Open line. | | | Under construction. | Open line. | Open line. | Open line. |
| | | Military section. | Commercial section. | Total. | Hyderabad-Rahoki. | | | |
| | LENGTH OF LINE. | | | | | | | |
| (*a*) | Single track . . . . . Miles. | 969·88 | 1,865·30 | 2,846·31* | 6·04 | 423·93 | 107·05 | 55·33 |
| (*b*) | Double ,, . . . . . ,, | 60·36 | 110·13 | 170·49 | ... | ... | ... | ... |
| (*c*) | TOTAL MILEAGE . ,, | 1,030·24 | 1,975·43 | 3,016·80* | 6·04 | 423·93 | 107·05 | 55·33 |
| | Outlay— | | | | | | | |
| 1 | Purchase of line . . . . . Rs. | ... | ... | 14,00,91,244 | ... | ... | ... | ... |
| 2 | Overdrawn Capital. . . . . ,, | ... | ... | 23,70,170 | ... | ... | ... | ... |
| 3 | Expenditure incurred since purchase . ,, | ... | ... | 38,33,10,998 | ... | ... | ... | ... |
| 4 | TOTAL outlay on railway to end of 1900— | | | | | | | |
| | Sum of 1 to 3 . . . . . ,, | 15,88,57,505 | 36,74,15,207 | 52,62,72,712 | ... | ... | ... | ... |
| | ,, XIX and XX . . . . . ,, | | | | 3,37,933 | 2,26,57,063 | 67,05,785 | 18,61,093 |
| I | Preliminary expenses . . . . . ,, | 12,53,534 | 29,88,310 | 42,41,844 | ... | 12,94,166 | 59,422 | 36,345 |
| II | Land . . . . . ,, | 10,25,696 | 23,17,748 | 33,43,444 | 4,110 | ... | 46,494 | 25,995 |
| III | Formation . . . . . ,, | 3,92,09,896 | 2,78,01,695 | 6,70,11,591 | 32,189 | 11,08,693 | 2,75,955 | 1,41,863 |
| IV | Bridgework . . . . . ,, | 3,59,39,757 | 7,03,76,776 | 10,63,16,533 | 1,02,685 | 8,21,843 | 5,37,820 | 2,75,131 |
| V | Fencing . . . . . ,, | 6,76,305 | 71,36,939 | 78,13,444 | 21,112 | 1,86,198 | ... | 18,987 |
| VI | Electric telegraph . . . . . ,, | 86,305 | 7,98,396 | 8,84,701 | ... | ... | 2,04,472 | ... |
| VII | Ballast and permanent-way . . . . ,, | 4,49,77,763 | 9,37,85,392 | 13,87,63,155 | 1,60,425 | 1,42,27,583 | 41,57,854 | 10,24,361 |
| VIII | Stations and buildings . . . . . ,, | 1,03,59,541 | 3,54,76,160 | 4,58,35,701 | 105 | ... | 10,72,746 | 1,70,930 |
| IX | Colliery works . . . . . ,, | ... | ... | ... | ... | 23,47,372 | ... | ... |
| X | Plant . . . . . ,, | 22,27,526 | 77,43,782 | 99,71,308 | 2,369 | 60,508 | 82,433 | 19,519 |
| XI | Rolling-stock . . . . . ,, | 1,12,94,898 | 5,33,32,572 | 6,46,27,470 | ... | ... | ... | 3,577 |
| XII | General charges . . . . . ,, | 74,62,436 | 2,45,02,339 | 3,19,64,775 | 14,938 | 15,65,613 | 2,68,589 | 1,17,479 |
| XIII | Exchange . . . . . ,, | 40,79,560 | 46,38,856 | 87,18,416 | ... | ... | ... | ... |
| XIV | TOTAL OF I TO XIII . ,, | 15,85,93,417 | 33,08,98,965 | 48,94,92,382 | 3,37,933 | 2,16,11,976 | 67,05,785 | 18,34,187 |
| XV | Ferries . . . . . ,, | 2,64,088 | 4,40,285 | 7,04,373 | ... | ... | ... | 26,906 |
| XVI | Suspense . . . . . ,, | ... | 1,08,29,167 | 1,08,29,167 | ... | 49,644 | ... | ... |
| XVII | Sundries . . . . . ,, | ... | 59,95,088 | 59,95,088 | ... | 9,95,443 | ... | ... |
| XVIII | TOTAL items XV to XVII . ,, | 2,64,088 | 1,72,64,540 | 1,75,28,628 | ... | 10,45,087 | ... | 26,906 |
| XIX | GRAND TOTAL expenditure in construction of railway (XIV + XVIII). | 15,88,57,505 | 34,81,63,505 | 50,70,21,010 | 3,37,933 | 2,26,57,063 | 67,05,785 | 18,61,093 |
| XX | Amount paid in premia, &c. . . . . | ... | 1,92,51,702 | 1,92,51,702 | ... | ... | ... | ... |

* Includes Peshawar-Jamrood extension.

NOTE.—The total outlay borne against the capital account of each

**DIX 33—*contd.***



***1900 distributed over main heads of expenditure*—contd.**

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| RAILWAY. | | | | GREAT INDIAN PENINSULA RAILWAY, | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Jammu & Kashmir (Native State section). | Nowshera-Dargai. | Ludhiána-Dhuri-Jakhal. | Khushálgarh Kohat-Thal. | Great Indian Peninsula. | Khamgaon. | Amraoti | Indian Midland. | Bina-Goona Bárán. | Bhopal Ujjain. | Bhopal-Itársi. | Gwalior Light. | Item. |
| 8 (*e*)* | 8 (*f*) | 8 (*g*) | 8 (*h*) | 9 (*a*) to (*c*) | 9 (*d*) | 9 (*e*) | 9 (*f*) | 9 (*g*) | 9 (*h*) | 9 (*i*) | 9 (*j*) | |
| 5′ 6″ | 2′ 6″ | 5′ 6″ | 2′ 6″ | 5′ 6″ | 5′ 6″ | 5′ 6″ | 5′ 6″ | 5′ 6″ | 5′ 6″ | 5′ 6″ | 2′ 0″ | |
| Open line. | Under construction | Under construction. | Under construction | Open line. | Open line. | Open line. | Open line. | Open line. | Open line. | Open line. | Open line. | |
| 15·92 | 40·44 | 79·61 | 88·12 | 1,086·02 | 7·55 | 5·44 | 796·25 | 145·59 | 113·27 | 57·39 | 126·14 | (*a*) |
| ... | ... | ... | ... | 461·92 | ... | ... | ... | ... | ... | ... | ... | (*b*) |
| 15·92 | 40·44 | 79·61 | 88·12 | 1,547·94 | 7·55 | 5·44 | 796·25 | 145·59 | 113·27 | 57·39 | 126·14 | (*c*) |
| ... | ... | ... | ... | 40,78,15,679 | ... | ... | ... | ... | ... | ... | ... | 1 |
| ... | ... | ... | ... | 25,81,416 | ... | ... | ... | ... | ... | ... | ... | 2 |
| ... | ... | ... | ... | 1,73,76,232 | ... | ... | ... | ... | ... | ... | ... | 3 |
| ... | ... | ... | ... | 42,77,73,327 | ... | ... | ... | ... | ... | ... | ... | 4 |
| 9,60,492 | 15,73,036 | 23,25,207 | 2,537 | | 5,22,150 | 4,54,418 | 10,31,35,002 | 1,00,21,605 | 76,88,020 | 73,87,339 | 27,10,557 | |
| 23,934 | 28,661 | 36,390 | 195 | 10,47,166 | 369 | 11,799 | 9,95,314 | 92,220 | 91,758 | ... | 13,857 | I |
| ... | 15,574 | ... | ... | | 1,116 | 2,450 | 9,32,948 | 2,267 | 2,771 | 15,543 | 62 | II |
| 34,955 | 50,045 | 1,90,519 | ... | 11,61,11,326 | 44,036 | 20,377 | 1,00,62,195 | 13,89,215 | 8,07,815 | 15,88,771 | 5,32,619 | III |
| 1,35,428 | 1,20,685 | 1,96,014 | ... | | 57,634 | 62,106 | 2,35,84,430 | 21,12,572 | 17,33,768 | 18,68,131 | 1,32,302 | IV |
| 2,176 | 4,517 | 22,150 | ... | | 7,366 | 11,699 | 26,11,592 | 2,75,300 | 82,366 | 2,12,821 | 3,607 | V |
| 170 | ... | ... | ... | 18,13,689 | ... | ... | 16,855 | 2,156 | 28,534 | 414 | ... | VI |
| 5,66,608 | 6,08,943 | 5,47,122 | ... | 7,54,56,428 | 3,10,958 | 2,43,889 | 3,36,84,893 | 46,99,418 | 37,62,335 | 23,83,482 | 14,12,268 | VII |
| 1,31,441 | 73,381 | 1,35,693 | ... | 3,83,93,717 | ... | ... | 88,20,541 | 5,48,208 | 4,61,276 | 8,57,640 | 1,33,741 | VIII |
| ... | ... | ... | ... | ... | 53,602 | 54,425 | ... | ... | ... | ... | ... | IX |
| 5,336 | 1,09,556 | 37,863 | 24 | 4,57,58,955 | 3,433 | 3,016 | 13,16,291 | 53,440 | 18,557 | 42,774 | 25,894 | X |
| ... | 3,96,169 | ... | ... | | 11,669 | 8,642 | 1,46,40,880 | 22,259 | ... | 55,651 | 1,92,876 | XI |
| 60,444 | 65,805 | 1,76,884 | 2,218 | 2,09,46,859 | 31,967 | 29,709 | 39,60,398 | 8,18,354 | 6,95,840 | 3,62,112 | 1,17,779 | XII |
| ... | ... | ... | ... | 8,14,432 | ... | ... | 2,52,050 | ... | ... | ... | ... | XIII |
| 9,60,492 | 14,73,336 | 13,42,635 | 2,437 | 30,03,47,572 | 5,22,150 | 4,48,112 | 10,08,78,387 | 1,00,15,409 | 76,88,020 | 73,87,339 | 25,65,005 | XIV |
| ... | 8,663 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | XV |
| ... | 91,037 | 9,82,572 | 100 | 49,84,144 | ... | 6,306 | 19,14,894 | ... | ... | ... | 1,45,552 | XVI |
| ... | ... | ... | ... | ... | ... | ... | 3,41,721 | 6,196 | ... | ... | ... | XVII |
| ... | 99,700 | 9,82,572 | 100 | 49,84,144 | ... | 6,306 | 22,56,615 | 6,196 | ... | ... | 1,45,552 | XVIII |
| 9,60,492 | 15,73,036 | 23,25,207 | 2,537 | 30,53,31,716 | 5,22,150 | 4,54,418 | 10,31,35,002 | 1,00,21,605 | 76,88,020 | 73,87,339 | 27,10,557 | XIX |
| ... | ... | ... | ... | 12,24,41,611 | ... | ... | ... | ... | ... | ... | ... | XX |

railway, *i. e.*, for lines open and lines under construction, is shown in Appendix 30.

*P. T. O.*

**Appendix 33.**
Capital outlay.

# APPEN

## *Capital outlay on each railway to the close of the year*

(Referred to in paragraph

| ADMINISTRATION BY WHICH WORKED. | | AGRA-DELHI CHORD. | BOMBAY, BARODA AND | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| NAME OF RAILWAY. | | | BOMBAY, BARODA AND CENTRAL INDIA. | TÁPTI VALLEY. | GAEKWAR'S PETLÁD. | NÁGDÁ-UJJAIN. | GODHRA-RUTLAM-NÁGDÁ. | RAJPUTANA-MALWA. | GAEKWAR'S MEHSANA. |
| Classification No. | | | 10 (*a*) | 10 (*b*) | 10 (*c*) | 10 (*d*) | 10 (*e*) | 10 (*f*) | 10 (*g*) |
| | Gauge. | 5′ 6″ | 5′ 6″ | 5′ 6″ | 5′ 6″ | 5′ 6″ | 5′ 6″ | 3′ 3⅜″ | 3′ 3⅜″ |
| Item. | Length of railway and main heads of expenditure. | Under construction. | Open line. | Open line. | Open line. | Open line. | Open line. | Open line. | Open line. |
| | LENGTH OF LINE. | | | | | | | | |
| (*a*) | Single track . . . . . miles | 121·16 | 258·34 | 155·45 | 13·35 | 34·32 | 141·14 | 1,670·50‡ | 92·63 |
| (*b*) | Double ,, . . . . . ,, | ... | 202·56 | ... | ... | ... | ... | 1·14 | ... |
| (*c*) | TOTAL MILEAGE . . ,, | 121·16 | 460·90 | 155·45 | 13·35 | 34·32 | 141·14 | 1,677·64 | 92·63 |
| | Outlay— | | | | | | | | |
| 1 | Purchase of line . . . Rs. | ... | ... | ... | ... | ... | ... | ... | ... |
| 2 | Overdrawn Capital . . . ,, | ... | ... | ... | ... | ... | ... | ... | ... |
| 3 | Expenditure incurred since purchase ,, | ... | ... | ... | ... | ... | ... | ... | ... |
| 4 | TOTAL outlay on railway to end of 1900— | | | | | | | | |
| | Sum of 1 to 3 . . . ,, | ... | ...† | ... | ... | ... | ... | ... | ... |
| | ,, XIX and XX . . ,, | 1,00,606 | 11,69,02,449 | 1,28,31,291 | 7,52,097 | 22,29,753 | 1,77,43,191 | 13,53,82,020 | 33,01,950 |
| I | Preliminary expenses . . ,, | 45,374 | Details not available. | 4,17,812 | 7,991 | 10,938 | 1,80,184 | 22,71,381 | 13,320 |
| II | Land . . . . . ,, | 45,943 | | ... | 94,058 | ... | 35,570 | 14,12,086 | ... |
| III | Formation . . . . . ,, | 4,470 | | 26,14,670 | | 1,76,391 | 60,87,219 | 73,67,158 | 3,04,894 |
| IV | Bridgework . . . . . ,, | ... | | 25,20,887 | | 4,61,322 | 41,32,900 | 2,17,01,381 | 5,71,256 |
| V | Fencing . . . . . ,, | ... | | 61,107 | | 14,581 | 2,70,371 | 31,59,054 | 61,330 |
| VI | Electric telegraph. . . . ,, | ... | | 3,264 | | 603 | 4,065 | ... | ... |
| VII | Ballast and permanent way . . ,, | ... | | 44,97,211 | 4,33,413 | 13,06,646 | 46,95,562 | 3,81,08,155 | 16,80,960 |
| VIII | Stations and buildings . . ,, | ... | | 8,04,307 | 1,66,948 | 88,720 | 14,88,255 | 1,88,87,920 | 4,47,094 |
| IX | Colliery works . . . . ,, | ... | | ... | ... | ... | ... | ... | ... |
| X | Plant . . . . . ,, | ... | | 54,982 | ... | 1,729 | 60,678 | 30,64,515 | 33,193 |
| XI | Rolling-stock . . . . . ,, | ... | | ... | ... | ... | ... | 2,17,58,889 | 20,595 |
| XII | General charges . . . . ,, | 4,819 | | 9,98,142 | 38,294 | 1,68,823 | 7,88,387 | 83,48,425 | 1,69,308 |
| XIII | Exchange . . . . . ,, | ... | | ... | ... | ... | ... | 49,08,971 | ... |
| XIV | TOTAL OF I TO XIII ,, | 1,00,606 | 11,27,63,363† | 1,19,72,382 | 7,40,704 | 22,29,753 | 1,77,43,191 | 13,09,78,935 | 33,01,950 |
| XV | Ferries . . . . . ,, | ... | ... | ... | ... | ... | ... | ... | ... |
| XVI | Suspense. . . . . ,, | ... | 41,39,086 | 1,79,730 | 11,393 | ... | ... | 44,03,085 | ... |
| XVII | Sundries . . . . . ,, | ... | ... | 6,79,179 | ... | ... | ... | ... | ... |
| XVIII | TOTAL items XV to XVII . ,, | ... | 41,39,086 | 8,58,909 | 11,393 | ... | ... | 44,03,085 | ... |
| XIX | GRAND TOTAL expenditure in construction of railway (XIV + XVIII) . . . | 1,00,606 | 11,69,02,449† | 1,28,31,291 | 7,52,097 | 22,29,753 | 1,77,43,191 | 13,53,82,020 | 33,01,950 |
| XX | Amount paid in premia, &c. . . . | ... | ... | ... | ... | ... | ... | ... | ... |

NOTE.—The total outlay borne against the capital account of each

* Commencement of work as a railway project not yet authorized.
† Includes State outlay of Rs. 8,08,405 on the Patri branch.
‡ Includes 26·28 miles of mixed gauge between Bhátinda and Kot Kápura and 28·08 miles of 5′ 6″ gauge between Kot Kápura and Ferozepore.

# DIX 33—*contd.*



*1900 distributed over main heads of expenditure*—contd.

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| CENTRAL INDIA RAILWAY. | | | | | | | NIZAM'S GUARANTEED STATE RAILWAY. | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Ahmedabad-Paránţij. | Palánpur-Deesa. | Gaekwar's Dabhoi. | Rajpipla. | Petlád-Cambay. | Jaipur. | Vijápur-Kalol. | Nizam's Guaranteed State. | Bezwada extension. | Hyderabad-Gódávári Valley. | Item. |
| 10 (*h*) | 10 (*i*) | 10 (*j*) | 10 (*k*) | 10 (*l*) | 10 (*m*) | 10 (*n*) | 11 (*a*) | 11 (*b*) | 11 (*c*) | |
| 3′ 3⅜″ | 3′ 3⅜″ | 2′ 6″ | 2′ 6″ | 5′ 6″ | 3′ 3⅜″ | 3′ 3⅜″ | 5′ 6″ | 5′ 6″ | 3′ 3⅜″ | |
| Open line. | Open line. | Open line. | Open line. | Under construction. | Under construction. | Under construction. | Open line. | Open line. | Open line. | |
| 54·59 | 17·28 | 78·80 | 37·37 | 20·75 | 72·85 | 29·60 | 330·13 | 20·58 | 385·23 | (*a*) |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | (*b*) |
| 54·59 | 17·28 | 78·80 | 37·37 | 20·75 | 72·85 | 29·60 | 330·13 | 20·58 | 385·23 | (*c*) |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 4 |
| 19,55,305 | 4,18,264 | 21,17,528 | 13,10,159 | 8,42,540 | 7,33,467 | 29,885 | 4,17,49,124 | 15,02,618 | 2,31,94,817 | |
| 64,565 | 1,973 | 36,926 | 14,935 | 7,732 | 3,213 | 4,860 | Details not available. | 15,319 | 4,26,091 | I |
| 14,205 | ... | 4,07,384 | ... | ... | ... | ... | | 47,109 | ... | II |
| 1,30,634 | 64,414 | | 1,28,515 | 64,614 | 1,67,812 | 654 | | 1,83,329 | 31,64,065 | III |
| 2,76,400 | 59,429 | | 3,93,159 | 34,896 | 2,52,613 | ... | | 1,62,007 | 30,26,191 | IV |
| 20,482 | 10,037 | | 14,919 | 1,556 | 3,673 | ... | | 19,536 | 1,63,463 | V |
| 1,567 | ... | 63 | 666 | ... | ... | ... | | ... | ... | VI |
| 10,01,963 | 2,09,667 | 9,50,889 | 4,53,452 | 6,52,655 | 1,14,262 | ... | | 6,19,888 | 66,33,106 | VII |
| 1,83,973 | 51,175 | 2,64,241 | 94,947 | 22,418 | 1,21,001 | 2,000 | | 3,08,307 | 17,47,734 | VIII |
| ... | ... | ... | ... | ... | ... | ... | | ... | ... | IX |
| 12,079 | 6,672 | 8,489 | 7,770 | 3,804 | 6,690 | 2,348 | | 9,464 | 2,97,876 | X |
| ... | ... | 2,83,109 | 1,34,897 | ... | ... | ... | | 20,384 | 22,95,207 | XI |
| 1,58,699 | 14,897 | 1,40,199 | 64,956 | 21,243 | 45,942 | 20,023 | | 1,17,275 | 16,95,258 | XII |
| ... | ... | ... | ... | ... | ... | ... | | ... | ... | XIII |
| 18,64,567 | 4,18,264 | 20,91,300 | 13,08,216 | 8,08,918 | 7,15,206 | 29,885 | 4,12,26,106 | 15,02,618 | 1,94,48,991 | XIV |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | XV |
| 16,979 | ... | 26,228 | 1,943 | 33,622 | 18,261 | ... | 5,23,018 | ... | 3,32,232 | XVI |
| 73,759 | ... | ... | ... | ... | ... | ... | ... | ... | 34,13,594 | XVII |
| 90,738 | ... | 26,228 | 1,943 | 33,622 | 18,261 | ... | 5,23,018 | ... | 37,45,826 | XVIII |
| 19,55,305 | 4,18,264 | 21,17,528 | 13,10,159 | 8,42,540 | 7,33,467 | 29,885 | 4,17,49,124 | 15,02,618 | 2,31,94,817 | XIX |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | XX |

railway, *i.e.*, lines open and lines under construction, is shown in Appendix 30.

Appendix 33.
Capital outlay.

# APPEN

*Capital outlay on each railway to the close of the year*

(Referred to in paragraph

| ADMINISTRATION BY WHICH WORKED. | | MADRAS RAILWAY. | | | | | BENGAL DOOARS RAILWAY. | | |
|---|---|---|---|---|---|---|---|---|---|
| | NAME OF RAILWAY. | MADRAS. | | KALAR GOLD FIELDS. | NILGIRI. | SHORANUR-COCHIN. | BENGAL DOOARS. | BENGAL DOOARS EXTENSIONS. | |
| | Classification Number. | 12 (*a*) | | 12 (*b*) | 12 (*c*) | 12 (*d*) | 13 (*a*) | 13 (*b*) | |
| | Gauge. | 5′ 6″ | | 5′ 6″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | |
| Item. | Length of railway and main heads of expenditure. | Open line. | Under construction. | Open line. | Open line. | Under construction. | Open line. | Open line. | Under construction. |
| | LENGTH OF LINE. | | | | | | | | |
| (*a*) | Single track . . . . . Miles. | 802·02 | 59·75 | 10·00 | 16·90 | 64·68 | 36·40 | 66·00 | 50·56 |
| (*b*) | Double ,, . . . . . ,, | 42·40 | ... | ... | ... | ... | ... | ... | ... |
| (*c*) | TOTAL MILEAGE . ,, | 844·42 | 59·75 | 10·00 | 16·90 | 64·68 | 36·40 | 66·00 | 50·56 |
| | Outlay— | | | | | | | | |
| 1 | Purchase of line . . . Rs. | ... | ... | ... | ... | ... | ... | ... | ... |
| 2 | Overdrawn Capital . . ,, | ... | ... | ... | ... | ... | ... | ... | ... |
| 3 | Expenditure incurred since purchase. ,, | ... | ... | ... | ... | ... | ... | ... | ... |
| 4 | TOTAL outlay on railway to end of 1900— | | | | | | | | |
| | Sum of 1 to 3 . . . ,, | ... | ... | ... | ... | ... | ... | ... | ... |
| | ,, XIX and XX . . ,, | 12,30,87,725 | 31,94,644 | 10,77,901 | 48,96,490 | 28,47,394 | 26,42,695 | 31,91,684 | 15,19,948 |
| I | Preliminary expenses . . . ,, | Details not available. | Details not available. | 6,268 | Details not available. | 50,218 | 1,66,849 | 1,12,164 | 87,312 |
| II | Land . . . . . ,, | | | 19,102 | | ... | ... | ... | ... |
| III | Formation . . . . . ,, | | | 2,31,518 | | 3,46,643 | 3,52,655 | 1,70,178 | 1,57,154 |
| IV | Bridgework . . . . . ,, | | | | | 3,02,860 | 3,70,352 | 65,077 | 3,59,991 |
| V | Fencing . . . . . ,, | | | | | 3,992 | 1,783 | 4,551 | 490 |
| VI | Electric telegraph . . . ,, | | | ... | | ... | ... | ... | ... |
| VII | Ballast and permanent way . ,, | | | 3,26,626 | | 3,33,017 | 7,18,803 | 8,69,086 | 2,22,594 |
| VIII | Stations and buildings . . ,, | | | 91,750 | | 1,168 | 1,96,381 | 1,28,791 | 46,149 |
| IX | Colliery works . . . . ,, | | | ... | | ... | ... | ... | ... |
| X | Plant . . . . . ,, | | | 7,093 | | 1,07,573 | 11,368 | 51,150 | 72,168 |
| XI | Rolling-stock . . . . ,, | | | ... | | ... | 3,84,948 | 3,58,534 | 2,82,719 |
| XII | General charges . . . . ,, | | | 39,557 | | 1,52,452 | 2,14,979 | 2,01,796 | 2,05,325 |
| XIII | Exchange . . . . . ,, | | | ... | | ... | ... | ... | ... |
| XIV | TOTAL OF I TO XIII . ,, | 12,09,13,543 | 18,18,108 | 7,21,914 | 45,22,160 | 12,97,923 | 24,18,118 | 19,61,327 | 14,33,872 |
| XV | Ferries, &c. . . . . ,, | ... | ... | ... | ... | 23,393 | 1,67,546 | ... | ... |
| XVI | Suspense . . . . . ,, | 21,74,182 | 13,76,536 | 3,55,987 | 38,621 | 15,26,078 | ... | 11,20,199* | ... |
| XVII | Sundries . . . . . ,, | ... | ... | ... | 3,35,709 | ... | 57,031 | 1,10,158 | 86,076 |
| XVIII | TOTAL ITEMS XV TO XVII . ,, | 21,74,182 | 13,76,536 | 3,55,987 | 3,74,330 | 15,49,471 | 2,24,577 | 12,30,357 | 86,076 |
| XIX | GRAND TOTAL of expenditure in construction of railway (XIV + XVIII). ,, | 12,30,87,725 | 31,94,644 | 10,77,901 | 48,96,490 | 28,47,394 | 26,42,695 | 31,91,684 | 15,19,948 |
| XX | Amount paid in premia, &c. . ,, | ... | ... | ... | ... | ... | ... | ... | ... |

NOTE.—The total outlay borne against the capital account of each

* Work not yet

† Represents outlay on Turtipur

‡ Represents outlay

# DIX 33—*contd.*



*1900 distributed over main heads of expenditure*—contd.

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| DIBRU-SADIYA RAILWAY. | | ASSAM-BENGAL. | | DEOGHUR. | BENGAL AND NORTH-WESTERN RAILWAY. | | | | ROHILKHAND AND KUMAON RAILWAY. | | Item. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| DIBRU-SADIYA. | LEDO AND TIKAK MARGHERITA COLLIERY. | | | | BENGAL AND NORTH-WESTERN. | | TIRHOOT. | | SEGOWLIE-RAXAUL. | ROHILKUND AND KUMAON. | LUCKNOW-BAREILLY. | |
| 14 (*a*) | 14 (*b*) | 15 | | 16 | 17 (*a*) | | 17 (*b*) | | 17 (*c*) | 18 (*a*) | 18 (*b*) | |
| 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | | 3′ 3⅜″ | 3′ 3⅜″ | | 3′ 3⅜″ | | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | |
| Open line. | Open line. | Open line. | Under construction. | Open line. | Open line. | Under construction. | Open line. | Under construction. | Open line. | Open line. | Open line. | |
| 77·50 | 7·50 | 436·26 | 304·76 | 4·79 | 743·00 | *33·00 | 462·74 | 74·94 | 18·09 | 53·92 | 231·17 | (*a*) |
| ... | ... | ... | 3·43 | ... | ... | ... | ... | ... | ... | ... | ... | (*b*) |
| 77·50 | 7·50 | 436·26 | 308·19 | 4·79 | 743·00 | 33·00 | 462·74 | 74·94 | 18·09 | 53·92 | 231·17 | (*c*) |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 4 |
| 77,14,349 | 12,84,375 | 5,85,70,339 | 3,70,31,433 | 2,87,379 | 5,13,70,816 | 11,02,203† | 3,62,55,763 | 67,59,486 | 12,12,073 | 21,53,125 | 99,21,432 | |
| 1,63,265 | Details not available. | 10,73,239 | 14,20,305 | Details not available. | 5,25,052 | 40,078‡ | 1,95,370 | 22,059 | 59,158 | 90,660 | 1,62,699 | I |
| 36,954 | | 31,49,137 | 4,01,910 | | ... | ... | 19,18,397 | 6,17,113 | ... | 2,277 | 2,54,729 | II |
| 11,36,556 | | 1,33,43,267 | 2,05,84,951 | | 36,02,461 | 15,961 | 20,30,113 | 10,54,247 | 90,027 | 1,28,276 | 5,68,794 | III |
| | | 83,01,972 | 40,08,476 | | 99,49,966 | 4,43,570 | 45,67,660 | 21,17,697 | 2,66,933 | 1,53,386 | 7,84,254 | IV |
| | | 11,24,672 | 19,737 | | 5,81,235 | ... | 9,76,473 | 26,342 | 7,974 | 36,313 | 1,95,050 | V |
| | | ... | ... | | 27,491 | ... | 17,680 | 3,940 | ... | ... | ... | VI |
| 17,44,755 | | 97,95,590 | 46,46,828 | | 1,47,87,519 | 8,104 | 95,07,483 | 16,36,854 | 3,67,872 | 8,98,307 | 37,35,019 | VII |
| 2,30,336 | | 47,86,748 | 8,02,030 | | 50,86,536 | 8,775 | 35,57,251 | 1,82,080 | 79,680 | 1,70,162 | 9,86,007 | VIII |
| ... | | ... | ... | | ... | ... | ... | ... | ... | ... | ... | IX |
| 5,03,491 | | 10,81,171 | 6,17,776 | | 15,68,502 | 3,56,052 | 7,40,284 | 4,01,747 | 24,044 | 49,237 | 2,43,415 | X |
| 18,05,788 | | 48,80,531 | ... | | 66,98,497 | ... | 76,30,445 | ... | ... | 4,33,479 | 20,71,994 | XI |
| 16,70,470 | | 70,19,986 | 45,29,420 | | 32,17,993 | 1,01,404 | 18,04,762 | 6,97,407 | 1,20,361 | 1,81,764 | 4,81,024 | XII |
| ... | | ... | ... | | ... | ... | 7,04,770 | ... | ... | ... | 42,150 | XIII |
| 72,91,615 | 12,84,375 | 5,45,56,313 | 3,70,31,433 | 2,85,264 | 4,59,85,252 | 9,73,944 | 3,36,50,718 | 67,59,486 | 10,16,049 | 21,43,861 | 95,25,135 | XIV |
| 21,189 | ... | 1,38,477 | ... | ... | 21,01,516 | ... | 8,33,849 | ... | ... | ... | 68,934 | XV |
| 1,50,369 | ... | 38,75,549 | ... | 2,115 | 14,24,458 | 1,28,259 | 17,71,196 | ... | 66,910 | 1,925 | 2,86,333 | XVI |
| 2,51,176 | ... | ... | ... | ... | 18,59,590 | ... | ... | ... | 1,29,114 | 7,339 | 41,030 | XVII |
| 4,22,734 | ... | 40,14,026 | ... | 2,115 | 53,85,564 | 1,28,259 | 26,05,045 | ... | 1,96,024 | 9,264 | 3,96,297 | XVIII |
| 77,14,349 | 12,84,375 | 5,85,70,339 | 3,70,31,433 | 2,87,379 | 5,13,70,816 | 11,02,203† | 3,62,55,763 | 67,59,486 | 12,12,073 | 21,53,125 | 99,21,432 | XIX |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | XX |

railway, *i.e.*, lines open and lines under construction, in shown is Appendix 30.
commenced.
bridge and on surveys.
on lines under survey.

*P. T. O.*

**Appendix 33.**
Capital outlay.

**APPEN**

*Capital outlay on each railway to the close of the year*

(Referred to in paragraph

| Item. | ADMINISTRATION BY WHICH WORKED. | JODHPUR-BIKANER RAILWAY. | | | | UDAIPUR-CHITOR. | BHÁVNAGAR-GONDAL-JUNÁGAD-PORBÁNDAR RAILWAY. | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | NAME OF RAILWAY. | JODHPUR SECTION. | BIKANER SECTION. | | SHADIPALLI-BÁLOTRA (BRITISH SECTION). | | BHÁVNAGAR-GONDAL-JUNÁGAD-PORBÁNDAR. | JÁMNAGAR. | JETALSAR-RÁJKOT. | DHRÁN-GADRÁ. |
| | Classification No. | 19 (*a*) | 19 (*b*) | | 19 (*c*) | 20 | 21 (*a*) | 21 (*b*) | 21 (*c*) | 21 (*d*) |
| | Gauge. | 3′ 3⅜″ | 3′ 3⅜″ | | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ ⅜″ | 3′ 3⅜″ | 3′ 3⅜″ |
| | Length of railway and main heads of expenditure. | Open line. | Open line. | Under construction. | Open line. | Open line. | Open line. | Open line. | Open line. | Open line |
| | LENGTH OF LINE. | | | | | | | | | |
| (*a*) | Single track . . . Miles | 454·94 | 85·50 | 159·74 | 68·49 | 67·30 | 333·84 | 54·28 | 46·23 | 20·83 |
| (*b*) | Double ,, . . . . ,, | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| (*c*) | TOTAL MILEAGE . ,, | 454·94 | 85·50 | 159·74 | 68·49 | 67·30 | 333·84 | 54·28 | 46·23 | 20·83 |
| | Outlay— | | | | | | | | | |
| 1 | Purchase of line . Rs. | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 2 | Overdrawn Capital . ,, | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 3 | Expenditure incurred since purchase . ,, | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 4 | TOTAL outlay on railway to end of 1900— | | | | | | | | | |
| | Sum of 1 to 3 . . ,, | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | ,, XIX and XX . ,, | 1,14,28,508 | 19,27,690 | 13,32,742 | 19,72,374 | 19,80,010 | 1,80,00,616 | 23,09,481 | 15,74,082 | 5,86,534 |
| I | Preliminary expenses . ,, | 82,042 | 10,905 | 14,084 | 22,713 | 7,729 | 1,19,442 | 18,973 | 14,238 | 5,813 |
| II | Land . . . . ,, | 1,621 | 2,325 | ... | 9,822 | ... | 63,889 | ... | 15,427 | 656 |
| III | Formation . . . ,, | 6,20,070 | 1,62,325 | 2,13,859 | 2,65,251 | 2,85,144 | 17,20,680 | 2,40,675 | 2,44,962 | 62,745 |
| IV | Bridgework . . . ,, | 2,90,209 | 10,767 | 2,278 | 1,81,575 | 2,11,641 | 43,52,161 | 5,06,124 | 2,29,786 | 49,206 |
| V | Fencing . . . ,, | 4,225 | 2,656 | 355 | 9,204 | 10,410 | 1,01,850 | 18,096 | 67,090 | 5,226 |
| VI | Electric telegraph . . ,, | 88,597 | 19,801 | ... | ... | ... | 11,774 | ... | ... | ... |
| VII | Ballast and permanent way . . . . ,, | 69,67,821 | 14,24,448 | 7,06,503 | 10,01,067 | 9,30,042 | 50,50,751 | 8,00,921 | 6,82,159 | 3,36,603 |
| VIII | Stations and buildings . ,, | 5,19,009 | 91,336 | 31,585 | 67,387 | 1,68,677 | 26,53,288 | 2,01,569 | 2,21,558 | 89,899 |
| IX | Colliery works . . ,, | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| X | Plant . . . . ,, | 1,57,668 | 9,047 | 7,871 | 12,002 | 22,737 | 3,31,552 | 17,590 | 15,888 | 8,210 |
| XI | Rolling-stock . . . ,, | 25,33,441 | 1,81,083 | 3,23,136 | 19,419 | 2,30,427 | 23,25,838 | 3,99,314 | ... | 3,772 |
| XII | General charges . . ,, | 1,63,805 | 12,997 | 33,071 | 1,73,230 | 1,13,203 | 8,93,481 | 95,232 | 82,974 | 24,387 |
| XIII | Loss by exchange . . ,, | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| XIV | TOTAL OF I TO XIII . ,, | 1,14,28,508 | 19,27,690 | 13,32,742 | 17,61,670 | 19,80,010 | 1,76,24,706 | 22,98,494 | 15,74,082 | 5,86,517 |
| XV | Ferries . . . . ,, | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| XVI | Suspense . . . ,, | ... | ... | ... | 2,10,704 | ... | 3,75,910 | 10,987 | ... | 17 |
| XVII | Sundries . . . . ,, | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| XVIII | TOTAL items XV to XVII ,, | ... | ... | ... | 2,10,704 | ... | 3,75,910 | 10,987 | ... | 17 |
| XIX | GRAND TOTAL expenditure in construction of railway (XIV + XVIII) ,, | 1,14,28,508 | 19,27,690 | 13,32,742 | 19,72,374 | 19,80,010 | 1,80,00,616 | 23,09,481 | 15,74,082 | 5,86,534 |
| XX | Amount paid in premia, &c. . . . . ,, | ... | ... | ... | ... | ... | ... | ... | ... | ... |

NOTE.—The total outlay borne against the capital account of each

**DIX 33—*contd.***

***1900 distributed over main heads of expenditure*—contd.**

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**Appendix 33.**
Capital outlay.

| SOUTHERN MAHRATTA RAILWAY. | | | | | | | WEST OF INDIA PORTUGUESE. | |
|---|---|---|---|---|---|---|---|---|
| SOUTHERN MAHRATTA. | MYSORE SECTION. | GUNTAKUL-MYSORE FRONTIER. | YESVANTPUR-MYSORE FRONTIER. | BIRUR-SHIMOGA. | KOLHAPUR. | MYSORE NANJANGÚD. | | |
| 22 (*a*). | 22 (*b*). | 22 (*c*). | 22 (*d*). | 22 (*e*). | 22 (*f*). | 22 (*g*). | 23 | Item. |
| 3' 3⅜" | 3' 3⅜" | 3' 3⅜" | 3' 3⅜" | 3' 3⅜" | 3' 3⅜" | 3' 3⅜" | 3' 3⅜" | |
| Open | Open line. | Open line. | Open line. | Open line. | Open line. | Open line. | Open line. | |
| 1,042·04 | 296·00 | 119·50 | 51·35 | 37·90 | 29·07 | 15·80 | 51·11 | (*a*) |
| ... | ... | ... | ... | ... | ... | ... | ... | (*b*) |
| 1,042·04 | 296·00 | 119·50 | 51·35 | 37·90 | 29·07 | 15·80 | 51·11 | (*c*) |
| ... | ... | ... | ... | ... | ... | ... | ... | 1 |
| ... | ... | ... | ... | ... | ... | ... | ... | 2 |
| ... | ... | ... | ... | ... | ... | ... | ... | 3 |
| ... | ... | ... | ... | ... | ... | ... | ... | 4 |
| 9,82,62,274 | 1,58,70,510 | 59,00,046 | 24,98,047* | 22,94,457* | 23,24,807 | 6,53,741 | 1,63,29,262 | |
| 10,90,895 | 2,95,375 | 59,337 | 64,092 | 17,627 | 13,858 | 15,210 | Details not available. | I |
| 11,43,598 | 1,59,006 | 28,445 | 25,287 | 17,998 | 30,119 | 7,139 | | II |
| 1,91,71,599 | 24,29,727 | 7,83,879 | 5,46,287 | 5,28,610 | 2,68,591 | 1,34,407 | | III |
| 1,87,15,935 | 20,52,095 | 20,32,586 | 5,46,629 | 4,38,942 | 11,22,548 | 95,767 | | IV |
| 15,53,817 | 1,41,208 | 56,997 | 65,247 | 53,451 | 41,668 | 26,623 | | V |
| ... | ... | 1,345 | ... | ... | ... | ... | | VI |
| 2,16,90,621 | 50,97,346 | 18,22,599 | 8,54,375 | 7,74,933 | 4,91,136 | 2,43,693 | | VII |
| 1,20,81,355 | 15,72,990 | 4,71,678 | 1,21,817 | 2,04,327 | 2,29,259 | 57,565 | | VIII |
| ... | ... | ... | ... | ... | ... | ... | | IX |
| 30,33,069 | 3,53,785 | 29,498 | 35,846 | 52,612 | 7,059 | 5,651 | | X |
| 1,13,85,161 | 24,56,392 | ... | ... | ... | ... | ... | | XI |
| 65,09,954 | 9,16,274 | 6,13,692 | 1,43,378 | 1,56,017 | 1,20,569 | 39,931 | | XII |
| 4,91,090 | ... | ... | ... | ... | ... | ... | | XIII |
| 9,68,67,094 | 1,54,74,198 | 59,00,046 | 24,02,958 | 22,44,517 | 23,24,807 | 6,25,986 | 1,35,77,125 | XIV |
| ... | ... | ... | ... | ... | ... | ... | 25,27,572† | XV |
| 13,95,180 | 3,96,312 | ... | 95,089 | 49,940 | ... | 27,755 | 2,24,565 | XVI |
| ... | ... | ... | ... | ... | ... | ... | ... | XVII |
| 13,95,180 | 3,96,312 | ... | 95,089 | 49,940 | ... | 27,755 | 27,52,137 | XVIII |
| 9,82,62,274 | 1,58,70,510 | 59,00,046 | 24,98,047 | 22,94,457 | 23,24,807 | 6,53,741 | 1,63,29,262 | XIX |
| ... | ... | ... | ... | ... | ... | ... | ... | XX |

railway, *i.e.*, lines open and lines under construction, is shown in Appendix 30.

* Represents expenditure to 30th June 1900 as the statement of capital outlay during the 2nd-half of 1900 was not received from the Mysore Durbar at the time of closing the accounts. † Represents outlay on harbour works.

*P. T. O.*

**Appendix 33.**
Capital outlay.



*Capital outlay on each railway to the close of the year 1900*

(Referred to in paragraph

| ADMINISTRATION BY WHICH WORKED. | | SOUTH INDIAN RAILWAY. | | | | | | | BURMA. | |
|---|---|---|---|---|---|---|---|---|---|---|
| NAME OF RAILWAYS. | | SOUTH INDIAN. | | MÁYAVARAM-MUTUPET. | | KÁRAIKKAL PERALAM. | PONDICHERRY. | TINNEVELEY-QUILON (TRAVANCORE) BRANCH (NATIVE STATE SECTION). | | |
| Classification No. | | 24 (*a*). | | 24 (*b*). | | 24 (*c*). | 24 (*d*). | 24 (*e*). | 25 | |
| Gauge. | | 3' 3⅜". | | 3' 3⅜". | | 3' 3⅜". | 3' 3⅜". | 3' 3⅜". | 3' 3⅜". | |
| Item. | Length of railway and main head of expenditure. | Open line | Under Construction. | Open line. | Under Construction. | Open line. | Open line. | Under construction. | Open line. | Under construction. |
| | LENGTH OF LINE. | | | | | | | | | |
| (*a*) | Single track . . . Miles. | 10,33·63 | 146·80 | 54·08 | 51·01 | 14·65 | 7·85 | 56·86 | 1,112·00 | 268·80 |
| (*b*) | Double ,, . . . . ,, | ... | ... | ... | ... | ... | ... | ... | 12·00 | ... |
| (*c*) | TOTAL MILEAGE . ,, | 1,033·63 | 146·80 | 54·08 | 51·01 | 14·65 | 7·85 | 56·86 | 1,124·00 | 268·80 |
| | Outlay— | | | | | | | | | |
| 1 | Purchase of line . . Rs. | 5,69,25,570 | ... | ... | ... | ... | ... | ... | ... | ... |
| 2 | Overdrawn Capital . ,, | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 3 | Expenditure incurred since purchase. ,, | 2,51,60,890 | 16.16,818 | ... | ... | ... | ... | ... | ... | ... |
| 4 | TOTAL outlay on railway to end of 1900— | | | | | | | | | |
| | Sum of 1 to 3 . . ,, | 8,20,86,460 | ... | ... | ... | ... | ... | ... | ... | ... |
| | ,, XIX and XX . . ,, | | 16,16,818 | 25,62,897 | 87,879 | 7,29,715 | 5,68,543 | 8,16,407 | 10,13,10,630 | 90,86,005 |
| I | Preliminary expenses . ,, | 10,11,868 | 1,65,635 | 16,171 | 18,569 | Details not available. | Details not available. | 1,59,551 | 22,78,083 | 2,42,339 |
| II | Land . . . . ,, | 3,66,561 | 4,43,215 | 1,75,596 | 37,013 | | | ... | 13,93,852 | 65,118 |
| III | Formation . . . ,, | 51,81,166 | 1,75,962 | 2,42,988 | 9,126 | | | 4,72,690 | 1,47,97,114 | 32,79,816 |
| IV | Bridgework . . . ,, | 1,43,84,625 | 2,87,841 | 8,45,686 | 1,560 | | | 4,566 | 1,45,89,745 | 27,71,417 |
| V | Fencing . . . . ,, | 16,16,666 | 23,074 | 29,915 | ... | | | ... | 28,95,806 | 417 |
| VI | Electric telegraph . . ,, | 1,04,891 | ... | 2,635 | ... | | | ... | 9,238 | ... |
| VII | Ballast and permanent-way. ,, | 1,86,83,707 | 6,326 | 7,27,164 | 79 | | | ... | 2,58,20,579 | 11,67,325 |
| VIII | Stations and buildings . ,, | 78,09 925 | 5,574 | 2,26,712 | 10 | | | 3,163 | 93,24,306 | 1,34,812 |
| IX | Colliery works . . . ,, | ... | ... | ... | ... | | | ... | ... | ... |
| X | Plant . . . . ,, | 17,20,116 | 18,929 | 14,609 | 36 | | | 1,027 | 16,74,469 | 1,14,479 |
| XI | Rolling-stock . . . ,, | 1,26,47,206 | ... | ... | ... | | | ... | 1,32,18,015 | ... |
| XII | General charges . , ,, | 79,94,349 | 3,54,613 | 2,72,318 | 21,486 | | | 1,45,140 | 85,37,331 | 13,10,282 |
| XIII | Exchange . . . ,, | 2,42,360 | ... | ... | ... | | | ... | 12,50,610 | ... |
| XIV | TOTAL OF I TO XIII . ,, | 7,19,63,440 | 14,81,169 | 25,53,704 | 87,879 | 7,29,715 | 5,68,543 | 7,86,137 | 9,57,89,148 | 90,86,005 |
| XV | Ferries . . . . ,, | ... | ... | ... | ... | ... | ... | ... | 7,01,086 | ... |
| XVI | Suspense . . . . ,, | 22,76,052 | 1,37,725 | 9,193 | ... | ... | ... | 30,805 | 48,20,396 | ... |
| XVII | Sundries . . . . ,, | 11,18,280 | —2,076 | ... | ... | ... | ... | —535 | ... | ... |
| XVIII | TOTAL items XV to XVII ,, | 33,94,332 | 1,35,649 | 9,193 | ... | ... | ... | 30,270 | 55,21,482 | ... |
| XIX | GRAND TOTAL expenditure in construction of railway (XIV+XVIII). | 7,53,57,772 | 16,16,818 | 25,62,897 | 87,879 | 7,29,715 | 5,68,543 | 8,16,407 | 10,13,10,630 | 90,86,005 |
| XX | Amount paid in premia, &c. ,, | 67,28,688 | ... | ... | ... | ... | ... | ... | ... | ... |

NOTE.—The total outlay borne against the capital account of each

## DIX 33—*concld.*

*distributed over main heads of expenditure*—concld.

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| Morvi. | | Bársi. | Tárakeswar-Magra. | Ránaghat-Krishnagar. | Tezpur-Bálipara. | Cherra-Company-ganj. | Darjeeling Himalayan | Howrah-Amta. | Howrah-Shea-khalla. | Jorhat. | Item. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 26 | | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | |
| 2′ 6″. | | 2′ 6″. | 2′ 6″. | 2′ 6″. | 2′ 6″. | 2′ 6″. | 2′ 0″. | 2′ 0″. | 2′ 0″. | 2′ 0″. | |
| Open line. | Under construction. | Open line. | Open line. | Open line. | Open line. | Open line. | Open line. | Open line. | Open line. | Open line. | |
| 94·36 | ... | 21·59 | 31·12 | 20·25 | 20·10 | † | 51·00 | 28·69 | 19·75 | 30·00 | (*a*) |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | (*b*) |
| 94·36 | ... | 21·59 | 31·12 | 20·25 | 20·10 | † | 51·00 | 28·69 | 19·75 | 30·00 | (*c*) |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 4 |
| 24,95,315 | 2,32,800[1] | 13,56,501 | 9,61,811 | 7,51,809 | 4,87,240 | 7,68,723 | 34,99,487 | 11,88,283 | 6,09,446 | 9,08,643 | |
| 18,134 | 4,606 | 1,51,296 | ... | Details not available. | 1,970 | 236 | 72,000 | Details not available. | Details not available. | 388 | I |
| 1,672 | 1 | 22,151 | 90,687 | | 10,655 | 1,670 | 25,548 | | | 6,131 | II |
| 6,99,377 | 1,79,731 | 13,859 | 69,904 | | 51,576 | 1,61,390 | 8,90,235 | | | 81,470 | III |
| ... | 16,691 | 71,205 | 1,45,823 | | | 57,089 | | | | 65,245 | IV |
| ... | 108 | 13,065 | 5,856 | | | ... | | | | 2,999 | V |
| ... | ... | ... | 56 | | | ... | ... | | | ... | VI |
| 11,22,831 | 5,769 | 3,04,740 | 4,02,253 | | 1,65,884 | 1,80,120 | 7,09,873 | | | 3,16,748 | VII |
| 63,479 | ... | 1,41,110 | 32,398 | | 25,513 | 49,865 | 5,36,218 | | | 89,452 | VIII |
| ... | ... | ... | ... | | ... | ... | ... | | | ... | IX |
| 14,605 | 3,913 | 13,857 | 17,834 | | 30,709 | 1,32,598 | 75,270 | | | 59,994 | X |
| 4,09,446 | ... | 4,54,053 | 1,87,059 | | 1,60,416 | 92,913 | 5,51,124 | | | 2,14,790 | XI |
| 1,02,847 | 21,981 | 98,935 | ... | | 40,517 | 1,07,846 | 2,77,641 | | | 41,248 | XII |
| ... | ... | ... | ... | | ... | —19,520 | ... | | | ... | XIII |
| 24,32,391 | 2,32,800 | 12,84,271 | 9,51,870 | 7,51,809 | 4,87,240 | 7,64,207 | 31,37,909 | 11,88,283 | 6,09,446 | 8,78,465 | XIV |
| ... | ... | ... | ... | ... | ... | 4,516 | ... | ... | ... | ... | XV |
| 62,924 | ... | 13,116 | 9,644 | ... | ... | ... | 2,10,016 | ... | ... | 33,683 | XVI |
| ... | ... | 59,114 | 297 | ... | ... | ... | 1,51,562 | ... | ... | —3,505 | XVII |
| 62,924 | ... | 72,230 | 9,941 | ... | ... | 4,516 | 3,61,578 | ... | ... | 30,178 | XVIII |
| 24,95,315 | 2,32,800 | 13,56,501 | 9,61,811 | 7,51,809 | 4,87,240 | 7,68,723 | 34,99,487 | 11,88,283 | 6,09,446 | 9,08,643 | XIX |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | XX |

railway, *i.e.*, for lines open and lines under construction, is shown in Appendix 30.

* Represents cost of conversion of the line from 2′ 6″ to 3′ 3⅜″ gauge.

† Closed for traffic from 25th March 1900, and subsequently abandoned.

# Appendix 34.

Rolling-Stock statistics.

## APPEN

*Number of, outlay on, and*

(Referred to in paragraph

*N. B.*—A reference to Appendix 2 will furnish the key

| Progressive No. | GAUGE. | 5′6″. | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | CLASSIFICATION NUMBER. | 1 | 2 (*a*) | 3 | 4 | 5 | 6 | 7 | 8 | 9 | |
| | Particulars. | E. I. | E. B. S. | B. C. | B. N. | E. C. | P. T. | O. & R. | N. W. | G. I. P. (*a*) to (*e*). | I. M. (*f*) to (*j*) |
| | **ENGINES.** | | | | | | | | | | |
| 1 | Number at close of 1899 | 757 | 113 | 27 | 139 | 77 | 8 | 172 | 652 | 605 | 132 |
| 2 | Number added in 1900 | 61 | 1 | *Nil* | 17 | *Nil* | 4 | *Nil* | 8 | *Nil* | 10 |
| 3 | Number at close of 1900 | 818 | 114 | 27 | 156 | 77 | 12 | 172 | 660 | 605 | 142 |
| 4 | Number per mile of line open | 0·38 | 0·43 | 0·22 | 0·13 | 0·10 | 1·41 | 0·16 | 0·18 | 0·39 | 0·13 |
| 5 | Average mileage run by each in 1900 | 25,110 | 25,329 | 18,671 | 24,287 | 28,939 | ‖ | 25,091 | 18,492 | 17,890 | 23,246 |
| 6 | Average mileage run by each per diem | 69 | 69 | 51 | 67 | 79 | ‖ | 69 | 51 | 49 | 64 |
| 7 | Total value in thousands of rupees | ‡ | ‡ | 8,99 | 50,24 | ‡ | 2,40 | 45,69 | 2,20,66 | 1,88,78 | 49,49 |
| 8 | Total value per mile of line open | ‡ | ‡ | 7,193 | 4,077 | ‡ | 28,120 | 4,272 | 6,146 | 12,094 | 4,448 |
| | **COACHING STOCK.** | | | | | | | | | | |
| 9 | Number at close of 1899 | 1,910 | 506 | 120 | 448 | 431 | | 766 | 2,313 | 1,779 | 494 |
| 10 | Number added in 1900 | 64 | 8 | −3 | 121 | 28 | | 36 | 4 | −25 | 10 |
| 11 | Number at close of 1900 | 2,004 | 514 | 117 | 569 | 459 | | 802 | 2,317 | 1,754 | 504 |
| 12 | Number per mile of line open 1st class* | 0·08 | 0·18 | 0·09 | 0·03 | 0·05 | | 0·08 | 0·06 | 0·05 | 0·05 |
| 13 | Number per mile of line open 2nd class† | 0·06 | 0·43 | 0·07 | 0·03 | 0·04 | | 0·05 | 0·05 | 0·02 | 0·03 |
| 14 | Number per mile of line open Intermediate. | 0·05 | 0·24 | 0·06 | 0·02 | 0·02 | | 0·05 | 0·04 | *Nil* | *Nil* |
| 15 | Number per mile of line open 3rd class. | 0·43 | 0·70 | 0·38 | 0·20 | 0·34 | | 0·32 | 0·27 | 0·38 | 0 23 |
| 16 | Number per mile of line open all other Classes. | 0·34 | 0·67 | 0·37 | 0·21 | 0·12 | | 0·24 | 0·23 | 0·54 | 0·14 |
| 17 | Average mileage run by each 1st class* | 53,981 | 27,744 | 21,033 | 35,610 | 33,016 | | 29,691 | 26,913 | 55,987 | 39,342 |
| 18 | Average mileage run by each 2nd class† | 64,937 | 36,162 | 31,802 | 40,381 | 38,166 | | 36,386 | 38,638 | 43,614 | 54,115 |
| 19 | Average mileage run by each Intermediate. | 77,333 | 37,584 | 40,869 | 33,961 | 38,343 | | 56,197 | 42,624 | *Nil* | *Nil* |
| 20 | Average mileage run by each 3rd class. | 61,655 | 42,537 | 49,963 | 48,634 | 29,492 | | 39,109 | 42,203 | 45,206 | 31,229 |
| 21 | Average mileage run by each all other classes. | 40,699 | 22,853 | 20,060 § | 27,326 | 38,974 | | 25,859 § | 26,915 | 28,362 | 41,770 § |
| 22 | Total value in thousands of rupees | ‡ | ‡ | 19,46 § | 21,54 | ‡ | | 124,80 § | 133,11 | 63,71 | 96,92 § |
| 23 | Total value per mile of line open | ‡ | ‡ | 15,568 | 1,756 | ‡ | | 11,668 | 3,695 | 4,082 | 8,712 |
| | **GOODS STOCK.** | | | | | | | | | | |
| 24 | Number at close of 1899. Covered wagons | 7,773 | 2,008 | 418 | 2,558 | 1,163 | 348 | 3,866 | 8,049 | 4,487 | 1,329 |
| 25 | Number at close of 1899. Open ,, | 5,373 | 275 | 71 | 1,150 | 545 | 24 | 525 | 3,302 | 3,376 | 866 |
| 26 | Number added in 1900. Covered wagons | 222 | 5 | 5 | 433 | *Nil* | *Nil* | *Nil* | *Nil* | 8 | 152 |
| 27 | Number added in 1900. Open ,, | 1,040 | 56 | −1 | *Nil* | 1 | *Nil* | *Nil* | *Nil* | *Nil* | −86 |
| 28 | Number at close of 1900. Covered wagons | 7,995 | 2,013 | 423 | 2,991 | 1,163 | 348 | 3,866 | 8,049 | 4,495 | 1,481 |
| 29 | Number at close of 1900. Open ,, | 6,413 | 331 | 70 | 1,150 | 546 | 24 | 525 | 3,302 | 3,376 | 780 |
| 30 | Number of all classes per mile of line open | 6·85 | 8·74 | 3·94 | 3·38 | 2·12 | 43·61 | 4·10 | 3·15 | 5·04 | 2·03 |
| 31 | Average mileage run by each | 19,509 | 13,786 | 8,799 | 14,815 | 14,260 | ‖ | 8,993 | 10,301 | 16,825 | 20,871 |
| 32 | Average carrying capacity, in tons, of. Covered wagons | 14·06 | 11·24 | 14·76 | 14·26 | 15·85 | 10·00 | 10·73 | 13·51 | 14·81 | 13·36 |
| 33 | Average carrying capacity, in tons, of. Open ,, | 15·31 | 12·93 | 13·70 | 15·26 | 15·46 | 9·58 | 10·22 | 13·05 | 14·29 | 12·22 |
| 34 | Total value in thousands of rupees | ‡ | ‡ | § | 97,69 | ‡ | 5,66 | § | 2,87,15 | 1,46,81 | § |
| 35 | Total value per mile of line open | ‡ | ‡ | § | 7,965 | ‡ | 66,308 | § | 7,971 | 9,405 | § |
| 36 | Grand total value of Rolling Stock in thousands of rupees. | 9,89,53 ‡ | 1,16,95 ‡ | 28,45 | 1,69,47 | 99,15 | 806 | 1,70,49 | 6,40,92 | 3,99,30 | 1,46,41 |
| 37 | Grand total value of Rolling Stock per mile of line open. | 47,041 | 43,631 | 22,762 | 13,818 | 12,323 | 94,428 | 15,940 | 17,792 | 25,581 | 13,160 |
| | **ROLLING STOCK UNDER SUPPLY.** | | | | | | | | | | |
| 38 | Engines | 68 | 10 | 1 | 22 | 13 | *Nil* | 10 | 46 | *Nil* | 25 |
| 39 | Coaching vehicles | 224 | 36 | 4 | 102 | 1 | *Nil* | *Nil* | 35 | *Nil* | 5 |
| 40 | Goods vehicles | 2,785 | 58 | *Nil* | 645 | *Nil* | *Nil* | *Nil* | 321 | Nil | 451 |

There is no coaching stock on this line.

* Includes all reserved and State carriages and proportion of composites, also attendants' carriages.

† Includes share of composites.

‡ The value of rolling-stock is shown in the total and not distributed under engines, coaching and goods stock.

Notes—(1) The minus entries are due to conversion

(2) Excludes Nilgiri, Bengal Dooars, Dibru Sadiya

# DIX 34.

*work done by Rolling-Stock.*

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to the code letters used to express railway systems

# Appendix 34.

Rolling-Stock statistics.

| | | | 3′ 3⅜″ | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10 (*a*) to (*e*). | 11 | 12 (*a*) and (*b*). | 11 (*c*) | 2 (*b*) to (*d*). | 15 | 17 | 18 | 10 (*f*) to (*i*). | 19 | 20 | 21 | 22 | 24 | 25 | Progressive No. |
| B. B. & C. I. | N. G. S. | M. | H. G. V. | E. B. S. | A. B. | B. & N. W. | R. & K. | R. M. | J. B. | U. C. | B. G. J. P. | S. M. | S. I. | B. | |
| ENGINES. | | | | | | | | | | | | | | | |
| 172 | 54 | 168 | 15 | 104 | 53 | 155 | 27 | 424 | 17 | 2 | 37 | 219 | 208 | 170 | 1 |
| 14 | *Nil* | *Nil* | 20 | *Nil* | *Nil* | *Nil* | *Nil* | 4 | 15 | *Nil* | *Nil* | *Nil* | *Nil* | 1 | 2 |
| **186** | **54** | **168** | **35** | **104** | **53** | **155** | **27** | **428** | **32** | **2** | **37** | **219** | **208** | **171** | 3 |
| 0·23 | 0·15 | 0·19 | 0·09 | 0·15 | 0·12 | 0·13 | 0·09 | 0·24 | 0·05 | 0·03 | 0·08 | 0·14 | 0·19 | 0·15 | 4 |
| 22,160 | 24,950 | 20,242 | 15,074 | 25,478 | 17,002 | 22,987 | 27,360 | 19,501 | 20,588 | 35,961 | 24,149 | 19,973 | 17,981 | 26,778 | 5 |
| 61 | 68 | 55 | 41 | 70 | 47 | 63 | 75 | 53 | 56 | 99 | 66 | 55 | 49 | 73 | 6 |
| 66,47 | 21,52 | 55,41 | 9,25 | 17,97 | 9,12 | 34,67 | 5,63 | 77,02 | 9,43 | 44 | 7,56 | 45,14 | 44,16 | ‡ | 7 |
| 8,256 | 6,135 | 6,360 | 2,400 | 2,613 | 2,089 | 2,974 | 1,976 | 4,258 | 1,548 | 648 | 1,661 | 2,836 | 3,978 | ‡ | 8 |
| COACHING STOCK. | | | | | | | | | | | | | | | |
| 540 | 169 | 837 | 39 | 536 | 172 | 740 | 202 | 1,693 | 94 | 23 | 255 | 943 | 981 | 786 | 9 |
| 16 | *Nil* | 36 | 72 | 75 | 3 | 54 | —8 | —4 | 24 | 3 | *Nil* | 7 | *Nil* | 18 | 10 |
| **556** | **169** | **873** | **111** | **611** | **175** | **794** | **194** | **1,689** | **118** | **26** | **255** | **950** | **981** | **804** | 11 |
| 0·05 | 0·06 | 0·08 | 0·03 | 0·10 | 0·03 | 0·06 | 0·09 | 0·08 | 0·03 | 0·04 | 0·06 | 0·04 | 0·05 | 0·08 | 12 |
| 0·07 | 0·04 | 0·10 | 0·03 | 0·07 | 0·03 | 0·04 | 0·04 | 0·07 | 0·02 | 0·04 | 0·04 | 0·05 | 0·07 | 0·07 | 13 |
| 0·03 | *Nil* | *Nil* | *Nil* | 0·10 | 0·04 | 0·04 | 0·03 | 0·04 | *Nil* | 0·02 | 0·02 | *Nil* | *Nil* | *Nil* | 14 |
| 0·34 | 0·19 | 0·50 | 0·12 | 0·42 | 0·18 | 0·39 | 0·37 | 0·47 | 0·10 | 0·23 | 0·32 | 0·34 | 0·58 | 0·36 | 15 |
| 0·20 | 0·20 | 0·33 | 0·12 | 1·96 | 0·12 | 0·14 | 0·15 | 0·27 | 0·04 | 0·06 | 0·13 | 0·16 | 0·19 | 0·21 | 16 |
| 47,432 | 32,170 | 26,436 | 20,907 | 19,375 | 25,215 | 33,722 | 14,794 | 22,071 | 14,356 | 13,669 | 22,543 | 21,044 | 32,119 | 29,501 | 17 |
| 57,256 | 52,666 | 22,529 | 26,677 | 25,255 | 31,837 | 41,903 | 29,678 | 25,036 | 16,292 | 11,610 | 45,448 | 23,426 | 32,704 | 46,087 | 18 |
| 61,235 | *Nil* | *Nil* | *Nil* | 34,397 | 5,910 | 37,457 | 26,809 | 31,382 | *Nil* | 34,634 | 61,803 | *Nil* | *Nil* | *Nil* | 19 |
| 47,156 | 41,783 | 27,258 | 26,418 | 34,604 | 44,987 | 46,845 | 29,051 | 38,285 | 44,689 | 30,118 | 26,873 | 28,021 | 39,932 | 49,491 | 20 |
| 41,663 | 40,872 | 27,061 | 22,526 | 29,008 | 30,190 | 29,689 | 26,874 | 27,545 | 33,217 | 29,431 | 24,099 | 25,672 | 24,531 | 28,166 | 21 |
| | § | | § | § | | § | § | § | § | § | | § | | | |
| 30,06 | 25,89 | 26,61 | 13,70 | 56,29 | 9,21 | 1,08,62 | 19,42 | 1,40,57 | 17,72 | 1,71 | 7,82 | 93,28 | 35,42 | ‡ | 22 |
| | § | | § | § | | § | § | § | § | § | | § | | | |
| 3,734 | 7,383 | 3,054 | 3,558 | 8,187 | 2,111 | 9,318 | 6,812 | 7,771 | 2,910 | 2,540 | 1,718 | 5,860 | 3,190 | ‡ | 23 |
| GOODS STOCK. | | | | | | | | | | | | | | | |
| 2,391 | 174 | 1,565 | 100 | 2,436 | 536 | 3,565 | 685 | 4,305 | 180 | 25 | 317 | 3,195 | 1,924 | 2,409 | 24 |
| 1,884 | 758 | 1,432 | 103 | 380 | 625 | 873 | 86 | 2,685 | 70 | 10 | 678 | 1,494 | 1,373 | 1,196 | 25 |
| 259 | 2 | 10 | 202 | —120 | —7 | 449 | 13 | *Nil* | *Nil* | *Nil* | 2 | 12 | 6 | *Nil* | 26 |
| 176 | 5 | 50 | 109 | 119 | 7 | *Nil* | 86 | 67 | 55 | *Nil* | 2 | 13 | —3 | 43 | 27 |
| **2,650** | **176** | **1,575** | **302** | **2,316** | **529** | **4,114** | **698** | **4,305** | **180** | **25** | **319** | **3,207** | **1,930** | **2,409** | 28 |
| **2,060** | **763** | **1,482** | **212** | **499** | **632** | **873** | **172** | **2,752** | **125** | **10** | **680** | **1,507** | **1,370** | **1,239** | 29 |
| 5·85 | 2·68 | 3·58 | 1·43 | 4·09 | 2·66 | 4·07 | 3·05 | 3·90 | 0·50 | 0·62 | 2·19 | 2·96 | 2·97 | 3·29 | 30 |
| 16,219 | 26,301 | 11,312 | 10,484 | 10,224 | 8,809 | 7,605 | 8,278 | 24,118 | 29,480 | 32,271 | 6,112 | 11,053 | 10,248 | 14,240 | 31 |
| 12·90 | 10·80 | 9·62 | 10·00 | 6·54 | 9·84 | 9·00 | 8·65 | 7·90 | 7·23 | 7·02 | 5·65 | 7·16 | 6·44 | 8·79 | 32 |
| 13·16 | 13·10 | 11·43 | 8·48 | 5·78 | 7·61 | 6·22 | 6·47 | 10·56 | 7·83 | 6·29 | 6·11 | 6·85 | 6·91 | 8·55 | 33 |
| 1,02,75 | § | 81,43 | § | § | 12,68 | § | § | § | § | § | 11,91 | § | 46,89 | ‡ | 34 |
| 12,761 | § | 9,346 | § | § | 2,907 | § | § | § | § | § | 2,616 | § | 4,224 | ‡ | 35 |
| 1,99,28 | 47,41 | 1,63,45 | 22,95 | 74,26 | 31,01 | 1,43,29 | 25,05 | 2,17,59 | 27,15 | 2,15 | 27,29 | 1,38,42 | 1,36,47 | 1,32,18 ‡ | 36 |
| 24,751 | 13,518 | 18,760 | 5,958 | 10,800 | 7,107 | 12,292 | 8,788 | 12,029 | 4,458 | 3,188 | 5,995 | 8,696 | 11,392 | 11,760 ‡ | 37 |
| ROLLING STOCK UNDER SUPPLY. | | | | | | | | | | | | | | | |
| *Nil* | *Nil* | 2 | *Nil* | 12 | *Nil* | 36 | 4 | 16 | 11 | *Nil* | *Nil* | 7 | 8 | 40 | 38 |
| 65 | *Nil* | *Nil* | 8 | 26 | 75 | 2 | 8 | *Nil* | 58 | *Nil* | *Nil* | 68 | 61 | 100 | 39 |
| 303 | *Nil* | 142 | 9 | 232 | 272 | 922 | 51 | 7 | 515 | *Nil* | *Nil* | 5 | 214 | 420 | 40 |

§ The value of goods stock is included in that of the coaching stock.
‖ Information not available.

of stock from one type to another.
and Deoghur (3′ 3⅜″ gauge) railways, as complete information is not available.

# Appendix 35.

Rolling-stock.

## APPEN

*Rolling-stock under different heads on each*

(Referred to in paragraph 52

*N. B.*—A reference to Appendix 2 will furnish the key to the

| Items. | GAUGE. | 5′ 6″ | | | | | | | | | | | | | 3′ 3½″ | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | CLASS: No. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 (a) to (e) | 9 (f) to (i) | 10* | 11 | 12(a) & (b) | 2 (b) to (d) | 11 (c) | 12 (c) | 13 | 14 |
| | Particulars. | E. I. | E. B. | B. C. | B.-N. | E. C. | P. T. | O. & R. | N. W. | G. I. P. | I.M. | B. B & C. I. | N. G. S. | M. | E. B. S. | H. G. V. | N. | B. D. | D. S. |
| 1 | Engines | 818 | 114 | 27 | 156 | 77 | 12 | 172 | 660 | 605 | 142 | 186 | 54 | 168 | 97 | 35 | 4 | 14 | 22 |
| | *Coaching Vehicles* | | | | | | | | | | | | | | | | | | |
| 2 | Saloons, Royal and State | 4 | 1 | ... | ... | ... | | ... | 12 | ... | ... | ... | ... | 1 | 2 | ... | ... | ... | ... |
| 3 | Saloons, ordinary | 2 | 13 | 4 | ... | 1 | | 3 | ... | ... | ... | 13 | 3 | ... | 16 | ... | ... | 2 | ... |
| 4 | Reserved carriages | 36 | ... | ... | 6 | ... | | 15 | 61 | ... | 14 | 8 | 4 | ... | ... | 2 | ... | ... | ... |
| 5 | Inspection carriages | ... | ... | ... | ... | 7 | | ... | ... | ... | ... | ... | ... | 3 | ... | ... | ... | ... | 2 |
| 6 | Family carriages | ... | ... | ... | ... | ... | | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 7 | First class carriages. 4-wheeled | 75 | 13 | 4 | 13 | 19 | | 42 | 96 | 78 | 22 | 5 | 9 | 33 | 14 | 7 | 2 | ... | ... |
| | First class carriages. Bogie | 2 | ... | ... | ... | ... | | ... | ... | ... | ... | 1 | ... | ... | 2 | ... | ... | ... | ... |
| 8 | Composite, first and second class. 4-wheeled | 64 | 44 | 8 | 40 | 20 | | 52 | 91 | 66 | 34 | 12 | 9 | 51 | 56 | 7 | ... | 3 | 8 |
| | Composite, first and second class. Bogie | 11 | ... | ... | 1 | ... | | ... | 24 | 12 | ... | 18 | ... | ... | ... | ... | ... | ... | ... |
| 9 | Composite, first, second and third class. 4-wheeled | ... | ... | ... | ... | ... | | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... |
| | Composite, first, second and third class. Bogie | ... | ... | ... | ... | ... | | ... | 10 | ... | ... | ... | ... | 8 | ... | ... | ... | ... | ... |
| 10 | Other Composite carriages | 10 | 9 | ... | 4 | ... | | 4 | ... | ... | ... | ... | ... | ... | ... | ... | 2 | ... | ... |
| 11 | Second class | 87 | 12 | 4 | 21 | 23 | | 30 | 98 | 145 | 22 | 37 | 8 | 63 | 17 | 6 | ... | ... | ... |
| 12 | Second class with postal accommodation | ... | ... | ... | ... | ... | | ... | ... | 22 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 13 | Intermediate class. 4-wheeled | 73 | 24 | 3 | 20 | 10 | | 34 | 116 | ... | ... | 25 | ... | ... | 44 | ... | 4 | ... | ... |
| | Intermediate class. Ambulance | ... | 16 | ... | ... | ... | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 14 | Composite, intermediate, and third class, 4-wheeled | 48 | 33 | 7 | 11 | 11 | | 32 | 74 | ... | ... | ... | ... | ... | 38 | ... | ... | 1 | ... |
| 15 | Intermediate and postal carriages | ... | 6 | 2 | ... | 3 | | 3 | 19 | ... | ... | 3 | ... | ... | 2 | ... | ... | 1 | ... |
| 16 | Intermediate third and postal carriages | ... | ... | 1 | 1 | ... | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 17 | Lower class | ... | ... | ... | ... | ... | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 18 | Third class carriages without brakes. 4-wheeled | 719 | 161 | 34 | 170 | 255 | | 102 | 89 | 486 | 196 | 162 | 64 | 387 | 238 | 45 | ... | 12 | 32 |
| | Third class carriages without brakes. Bogie | 47 | ... | ... | 22 | ... | | ... | ... | 20 | ... | 63 | ... | 5 | 2 | ... | ... | ... | 3 |
| | Third class carriages without brakes. Ambulance | 52 | ... | ... | 23 | ... | | ... | 198 | 29 | 22 | 15 | ... | 28 | ... | ... | ... | ... | ... |
| 19 | Third class and postal vans | 50 | 4 | ... | 10 | 9 | | 28 | 38 | ... | 15 | 8 | 5 | 7 | 7 | 3 | ... | 1 | ... |
| 20 | Third class carriages with brakes. 4-wheeled and Bogie | 52 | ... | ... | ... | ... | | 57 | 385 | ... | 27 | 29 | ... | 8 | 7 | ... | ... | ... | ... |
| | Third class carriages with brakes. Ambulance | ... | ... | ... | ... | ... | | 149 | 181 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 21 | Brakevans | 494 | 65 | 10 | 165 | 85 | | 155 | 454 | 537 | 72 | 109 | 49 | 177 | 70 | 35 | ... | 5 | 20 |
| 22 | Brakevans with third class | ... | 13 | 13 | 12 | ... | | ... | 101 | 113 | 33 | ... | ... | ... | ... | ... | 4 | ... | ... |
| 23 | Brakevans fitted with postal compartment | ... | ... | ... | ... | ... | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 6 |
| 24 | Postal vans | 22 | ... | ... | ... | ... | | ... | 10 | 7 | ... | ... | ... | 9 | 3 | ... | ... | ... | ... |
| 25 | Composite, postal and other carriages | ... | ... | ... | ... | ... | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 26 | Prison vans | ... | ... | ... | ... | ... | | ... | ... | 6 | ... | ... | ... | ... | 1 | ... | ... | ... | ... |
| 27 | Carriage trucks | 39 | 6 | ... | 4 | 6 | | 7 | 42 | 50 | 5 | 4 | 2 | 21 | 5 | ... | ... | ... | ... |
| 28 | Horse boxes | 75 | 17 | 1 | 16 | 8 | | 41 | 138 | 93 | 15 | 18 | 10 | 48 | 10 | 6 | ... | 1 | 3 |
| 29 | Luggage vans | 41 | 23 | 4 | 30 | 2 | | 46 | 61 | 90 | 25 | 26 | 6 | 24 | 12 | ... | ... | ... | 4 |
| 30 | Produce vendors' vans | ... | 13 | ... | ... | ... | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 31 | Milk vans | ... | 16 | 6 | ... | ... | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 32 | Fish vans | ... | 20 | 8 | ... | ... | | ... | ... | ... | ... | ... | ... | 22 | ... | ... | ... | ... | 2 |
| 33 | Store, Ice and stationery van | 1 | ... | ... | ... | ... | | ... | 16 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 34 | Miscellaneous | ... | 5 | 8 | ... | ... | | ... | 3 | ... | ... | ... | ... | 11 | ... | ... | ... | 1 | ... |
| 35 | TOTAL COACHING VEHICLES | 2,004 | 514 | 117 | 569 | 459 | ... | 802 | 2,317 | 1,754 | 504 | 586 | 169 | 873 | 579 | 111 | 12 | 27 | 80 |
| | *Goods Vehicles.* | | | | | | | | | | | | | | | | | | |
| 36 | Covered goods wagons bogie. Ordinary | ... | 256 | ... | ... | ... | ... | ... | 412 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | Covered goods wagons bogie. Military | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 37 | Covered goods wagon 4-wheeled. Ordinary | 3,819 | 643 | 421 | 1,773 | 595 | 348 | 2,609 | 3,000 | 2,169 | 706 | 751 | 47 | 15 | 1,013 | 300 | ... | 200 | ... |
| | Covered goods wagon 4-wheeled. Military | 4,066 | 1,068 | ... | 1,191 | 555 | ... | 1,230 | 4,482 | 2,260 | ... | 1,684 | 124 | 1,471 | 1,220 | ... | ... | ... | 133 |
| 38 | High-sided wagons bogie | ... | ... | ... | ... | ... | ... | ... | 1 | 50 | ... | ... | 10 | ... | ... | ... | } | { ... | ... |
| 39 | High-sided wagons 4 wheeled | ... | 29 | 12 | ... | 158 | 2 | ... | 825 | 59 | 593 | 869 | 321 | 900 | ... | 100 | } 3 | { ... | 644 |
| 40 | Medium-sided wagons bogie | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 41 | Medium-sided wagons 4-wheeled | ... | ... | ... | 790 | ... | ... | ... | ... | ... | ... | 410 | 399 | ... | ... | 110 | 6 | ... | ... |
| 42 | Low-sided wagons bogie. Ordinary | ... | ... | ... | ... | ... | ... | ... | 514 | ... | ... | 151 | ... | 70 | 80 | ... | ... | ... | ... |
| | Low-sided wagons bogie. Military | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 121 | ... | ... | ... | ... | ... | ... | ... |
| 43 | Low-sided wagons 4-wheeled. Ordinary | 1,826 | 40 | 42 | 190 | ... | 17 | 236 | 79 | 2,444 | ... | ... | ... | 191 | 202 | ... | 7 | 69 | ... |
| | Low-sided wagons 4-wheeled. Military | 3,623 | 167 | 8 | 20 | 380 | ... | 173 | 1,766 | 585 | 128 | 85 | ... | ... | 68 | ... | ... | ... | 70 |
| 44 | Coal or coke wagons | 861 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 130 | ... | ... | ... | ... | ... |
| 45 | Cattle wagons | 18 | 5 | ... | ... | ... | ... | ... | 24 | ... | 750 | ... | ... | 50 | ... | ... | ... | ... | ... |
| 46 | Accident vans | 25 | 10 | 2 | 9 | ... | ... | 9 | 1 | ... | 10 | 7 | ... | 13 | 8 | ... | ... | ... | ... |
| 47 | Platform wagons | 32 | ... | ... | ... | ... | 5 | ... | ... | ... | ... | ... | ... | 3 | 3 | ... | ... | ... | ... |
| 48 | Powder vans | 31 | 1 | ... | 6 | 5 | ... | 8 | 47 | 18 | 4 | 6 | ... | 4 | 2 | ... | ... | ... | 1 |
| 49 | Timber trucks | 23 | 19 | 7 | 36 | ... | ... | 99 | 52 | 191 | ... | 90 | 28 | ... | 83 | ... | ... | 12 | 50 |
| 50 | Bolster rucks. Double | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 60 | ... | ... | ... | ... | ... |
| | Bolster rucks. Single | ... | 52 | ... | 20 | ... | ... | ... | ... | ... | 50 | ... | ... | 115 | ... | ... | ... | ... | ... |
| 51 | Ballast wagons | ... | ... | ... | 76 | ... | ... | ... | ... | ... | ... | 480 | ... | ... | ... | ... | ... | ... | ... |
| 52 | Travelling oil tanks | 29 | 21 | ... | 12 | } 8 { | ... | 4 | 41 | 13 | ... | 11 | ... | 18 | ... | ... | ... | ... | ... |
| 53 | Travelling water tanks | ... | 3 | ... | ... | | ... | 2 | 42 | ... | 11 | 12 | 3 | 4 | ... | ... | ... | ... | ... |
| 54 | Travelling gas holders | ... | 1 | ... | ... | ... | ... | 4 | ... | 8 | ... | 8 | 2 | 5 | ... | 2 | ... | ... | ... |
| 55 | Travelling cranes | 29 | 5 | 1 | 11 | 8 | ... | 17 | 50 | 47 | 9 | 4 | 5 | 7 | 11 | 2 | ... | 3 | 1 |
| 56 | Miscellaneous | 26 | 24 | ... | 7 | ... | ... | ... | 15 | 27 | ... | 16 | ... | 1 | 16 | ... | ... | ... | ... |
| 57 | TOTAL GOODS VEHICLES | 14,408 | 2,344 | 493 | 4,141 | 1,709 | 372 | 4,391 | 11,351 | 7,871 | 2,261 | 4,710 | 939 | 3,057 | 2,706 | 514 | 16 | 284 | 899 |
| 58 | GRAND TOTAL ROLLING STOCK, | 17,230 | 2,972 | 637 | 4,866 | 2,245 | 384 | 5,365 | 14,328 | 10,230 | 2,907 | 5,452 | 1,162 | 4,098 | 3,382 | 666 | 32 | 325 | 1,001 |
| | | | | | | | | | LOWER CLASS CARRIAGES FITTED WITH RETIRING | | | | | | | | | | |
| | Intermediate class | 54 | 5 | 4 | ... | ... | ... | 11 | 116 | ... | ... | 7 | ... | ... | 21 | ... | ... | ... | ... |
| | Third class | 71 | 22 | 5 | 32 | 15 | ... | 35 | 132 | 111 | 28 | 17 | 24 | 48 | 34 | 32 | ... | ... | ... |
| | TOTAL | 125 | 27 | 9 | 32 | 15 | ... | 46 | 248 | 111 | 28 | 24 | 24 | 48 | 55 | 32 | ... | ... | ... |

There are no coaching vehicles on this line.

# DIX 35.

*railway at close of the Calendar year 1900.*

of Report.)

code letters used to express railway systems.



| 3′ 3⅜″ | | | | | | | | | | | 2′ 6″ | | | | | | | | 2′ 0″ | | | | Item. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 16 | 17 | 18 | 10 (e) to (z) | 19 | 20 | 21 | 22 | 24 | 25 | 2 (b) | 2 (e) | 4 (b) | 10 (j) | 26 | 27 | 28 | 29 | 32 | 33 | 34 | 35 | |
| A. B. | D. | B & N. W. | R. & K. | R. M. | J. B. | U. C. | B. G. J. P. | S. M. | S. I. | B. | E. B. S. | C. B. | R. D. | Raj-pipla. | M. R. W. | B. L. | B. P. | R. K. L. | D. H. | H. A. | H. S. | J. | |
| 53 | 3 | 155 | 27 | 428 | 32 | 2 | 37 | 219 | 208 | 171 | 7 | 5 | 4 | 3 | 8 | 6 | ... | 2 | 14 | 6 | 3 | ... | 1 |
| 1 | ... | 3 | ... | 5 | ... | ... | ... | 8 | 1 | 1 | ... | ... | ... | ... | ... | ... | | ... | ... | ... | ... | | 2 |
| 3 | ... | 13 | 2 | 2 | 3 | ... | 2 | ... | 3 | 1 | ... | 2 | ... | ... | ... | 3 | 1 | ... | ... | 2 | ... | | 3 |
| ... | ... | 4 | 5 | ... | ... | ... | 7 | 10 | ... | 23 | ... | ... | ... | ... | ... | ... | | ... | ... | ... | ... | | 4 |
| 8 | ... | ... | 1 | 10 | 4 | ... | ... | ... | 3 | ... | ... | ... | ... | ... | ... | ... | | ... | ... | ... | ... | | 5 |
| ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | ... | ... | ... | ... | | 6 |
| 1 | ... | 9 | 13 | 112 | 3 | ... | 15 | 19 | 19 | 34 | ... | ... | ... | ... | ... | ... | | ... | 16 | ... | ... | | 7 |
| ... | ... | 26 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 | ... | ... | | ... | ... | ... | ... | | |
| 4 | ... | 38 | 12 | 44 | 15 | 3 | ... | 65 | 43 | 31 | ... | ... | ... | ... | ... | ... | | ... | ... | ... | ... | | |
| 7 | ... | 6 | ... | 7 | ... | ... | 2 | ... | ... | 11 | 4 | 2 | ... | ... | 4 | ... | | ... | ... | ... | ... | | 8 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | ... | ... | ... | ... | | |
| 8 | 2 | ... | ... | ... | ... | ... | 2 | ... | 24 | 8 | ... | ... | ... | ... | ... | ... | | ... | ... | ... | ... | | 9 |
| 24 | ... | ... | ... | 7 | 2 | ... | 6 | ... | 9 | 5 | 2 | 2 | ... | ... | 2 | 4 | | 2 | ... | 4 | 2 | | 10 |
| ... | ... | 33 | 4 | 96 | 5 | 1 | 11 | 41 | 44 | 48 | ... | ... | ... | ... | 3 | ... | | ... | 21 | ... | ... | | 11 |
| ... | ... | ... | ... | ... | ... | ... | 5 | ... | ... | ... | ... | ... | ... | ... | 2 | ... | | ... | 1 | ... | ... | | 12 |
| ... | ... | 24 | 3 | 50 | ... | 1 | 9 | ... | ... | ... | 2 | 3 | ... | ... | ... | ... | | ... | ... | ... | ... | | 13 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | ... | ... | ... | ... | | |
| 13 | ... | 46 | 10 | 25 | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | ... | ... | ... | ... | | 14 |
| ... | ... | ... | ... | 8 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | ... | ... | ... | ... | | 15 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 | | ... | ... | ... | ... | | 16 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 5 | ... | ... | | ... | ... | ... | ... | | 17 |
| ... | } 8 | 215 | 76 | 584 | 50 | 12 | 127 | 204 | 520 | 316 | ... | ... | 14 | ... | ... | ... | | } 14 | 28 | } 45 | 13 | | |
| ... | | 207 | 10 | 132 | 7 | ... | 12 | 53 | ... | 35 | 20 | 6 | ... | ... | ... | ... | | | ... | | | | | 18 |
| ... | ... | ... | ... | 5 | ... | ... | ... | 1 | 15 | ... | ... | ... | ... | ... | ... | ... | | ... | ... | ... | ... | | |
| 2 | ... | 16 | 2 | 24 | 3 | ... | 5 | 29 | 10 | 10 | 1 | ... | ... | ... | 2 | ... | | ... | ... | ... | ... | | 19 |
| 63 | ... | ... | 15 | 108 | ... | 3 | ... | 257 | 76 | 45 | ... | ... | ... | ... | 29 | ... | | ... | ... | ... | ... | | |
| ... | ... | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | | ... | ... | ... | ... | | 20 |
| 14 | 2 | 127 | 9 | 312 | 18 | 3 | 41 | 38 | 52 | 147 | 1 | 6 | 3 | 3 | 7 | ... | | 3 | ... | 8 | ... | | 21 |
| ... | ... | ... | ... | ... | ... | ... | ... | 139 | 28 | 5 | 1 | 2 | 3 | ... | ... | ... | | ... | ... | ... | 3 | | 22 |
| ... | ... | ... | 21 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | ... | ... | ... | ... | | 23 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 18 | 5 | ... | ... | ... | ... | ... | ... | | ... | 3 | ... | ... | | 24 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | ... | ... | ... | ... | | 25 |
| ... | ... | ... | ... | 5 | ... | ... | ... | ... | 8 | ... | ... | ... | ... | ... | ... | ... | | ... | ... | ... | ... | | 26 |
| ... | ... | 5 | ... | 38 | ... | ... | 6 | 14 | 5 | 1 | ... | ... | ... | ... | ... | ... | | ... | ... | ... | ... | | 27 |
| 6 | ... | 30 | 5 | 82 | 5 | 1 | 5 | 36 | 30 | 36 | ... | ... | ... | ... | 2 | ... | | ... | ... | ... | ... | | 28 |
| 12 | ... | 1 | 6 | 31 | ... | ... | ... | 22 | 81 | 31 | 1 | ... | ... | ... | ... | ... | | ... | 3 | ... | ... | | 29 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | ... | ... | ... | ... | | 30 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | ... | ... | ... | ... | | 31 |
| 3 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | ... | ... | ... | ... | | 32 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | ... | ... | ... | ... | | 33 |
| 1 | ... | 1 | ... | 2 | 3 | ... | ... | 12 | ... | 2 | ... | 1 | ... | ... | ... | ... | | ... | ... | ... | ... | | 34 |
| 175 | 12 | 794 | 194 | 1,689 | 118 | 26 | 255 | 950 | 981 | 804 | 32 | 24 | 20 | 10 | 54 | 7 | Information not available. | 19 | 74 | 57 | 18 | Information not available. | 35 |
| ... | ... | 200 | ... | 459 | ... | ... | ... | 85 | 63 | 495 | ... | ... | ... | ... | 10 | ... | | 4 | ... | 4 | 4 | | 36 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 125 | ... | ... | ... | ... | ... | ... | | ... | ... | ... | ... | | |
| 167 | 4 | 3,078 | 563 | 3,470 | 180 | 25 | 153 | 2,848 | 1,550 | 1,286 | 65 | 56 | 12 | 8 | 10 | 8 | | ... | 37 | ... | ... | | 37 |
| 347 | ... | 826 | 132 | 313 | ... | ... | 145 | 193 | 267 | 335 | ... | ... | ... | ... | ... | ... | | ... | ... | ... | ... | | |
| ... | ... | ... | ... | 134 | ... | ... | ... | 24 | ... | 10 | ... | ... | ... | ... | ... | ... | | ... | ... | ... | ... | | 38 |
| 125 | ... | ... | ... | ... | ... | ... | ... | 170 | 813 | 60 | ... | ... | ... | ... | ... | 6 | | ... | 143 | 6 | 2 | | 39 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 25 | ... | ... | ... | | ... | ... | ... | ... | | 40 |
| ... | 4 | ... | ... | 150 | ... | ... | ... | 140 | 461 | 310 | ... | ... | 30 | ... | ... | ... | | ... | ... | ... | ... | | 41 |
| ... | ... | 28 | ... | 349 | ... | ... | 20 | ... | 35 | 115 | ... | ... | ... | 25 | 59 | ... | | 4 | 17 | ... | 4 | | |
| 60 | ... | ... | ... | 2,011 | 125 | 10 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | ... | ... | ... | ... | | 42 |
| 300 | ... | 488 | 86 | ... | ... | ... | 640 | 49 | ... | 109 | 39 | 11 | ... | ... | 35 | 40 | | ... | ... | ... | ... | | |
| ... | ... | 53 | ... | ... | ... | ... | ... | 482 | ... | 286 | ... | ... | ... | ... | ... | ... | | ... | ... | ... | ... | | 43 |
| 50 | ... | ... | ... | ... | ... | ... | ... | 350 | ... | ... | ... | 8 | ... | ... | ... | ... | | ... | ... | ... | ... | | 44 |
| 7 | ... | ... | ... | ... | ... | ... | 6 | 28 | 6 | 141 | ... | ... | ... | ... | ... | ... | | ... | ... | ... | ... | | 45 |
| 3 | ... | 2 | 5 | 16 | ... | ... | 3 | 16 | ... | 10 | ... | ... | ... | ... | ... | ... | | ... | ... | ... | ... | | 46 |
| 58 | ... | 2 | ... | ... | ... | ... | ... | 36 | 4 | ... | 3 | ... | ... | ... | ... | ... | | ... | ... | ... | ... | | 47 |
| 3 | ... | 1 | 2 | 35 | ... | ... | 2 | 13 | 7 | 9 | ... | ... | ... | ... | ... | ... | | ... | ... | ... | ... | | 48 |
| ... | ... | 282 | 76 | 79 | ... | ... | 16 | 87 | 51 | ... | 2 | 110 | ... | ... | ... | ... | | ... | ... | ... | ... | | 49 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 157 | ... | ... | ... | ... | ... | ... | | ... | ... | ... | ... | | |
| 16 | ... | ... | ... | ... | ... | ... | ... | 91 | ... | 150 | ... | ... | ... | ... | ... | ... | | ... | ... | ... | ... | | 50 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 10 | | ... | ... | ... | ... | | 51 |
| ... | ... | ... | ... | 12 | ... | ... | 2 | 8 | 14 | 1 | ... | ... | ... | ... | } 1 | { ... | | ... | ... | ... | ... | | 52 |
| ... | ... | ... | ... | ... | ... | ... | 1 | 7 | 23 | 7 | ... | ... | ... | ... | ... | ... | | ... | ... | ... | ... | | 53 |
| 4 | ... | ... | ... | ... | ... | ... | ... | 17 | ... | ... | ... | ... | ... | ... | ... | ... | | ... | ... | ... | ... | | 54 |
| 14 | ... | 20 | 6 | 29 | ... | ... | 2 | 20 | 6 | 21 | ... | ... | ... | ... | ... | 1 | | ... | ... | ... | ... | | 55 |
| 7 | ... | 7 | ... | ... | ... | ... | 9 | ... | ... | 21 | ... | ... | ... | ... | ... | ... | | ... | 3 | ... | ... | | 56 |
| 1,161 | 8 | 4,987 | 870 | 7,057 | 305 | 35 | 999 | 4,714 | 3,300 | 3,648 | 109 | 185 | 67 | 33 | 115 | 65 | ... | 8 | 200 | 20 | 10 | ... | 57 |
| 1,389 | 23 | 5,936 | 1,091 | 9,174 | 455 | 63 | 1,291 | 5,883 | 4,481 | 4,623 | 148 | 214 | 91 | 46 | 177 | 78 | ... | 29 | 288 | 83 | 31 | ... | 58 |

ACCOMODATION FOR FEMALES.

| | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ... | ... | ... | 10 | ... | ... | 2 | 9 | ... | ... | ... | ... | ... | ... | ... | ... | ... | Information not available | ... | ... | Information not available | | | |
| 15 | 1 | 46 | 1 | 76 | 13 | 15 | 14 | 57 | 44 | 43 | ... | ... | ... | ... | 7 | ... | | 2 | | | | | |
| 15 | 1 | 46 | 11 | 76 | 13 | 17 | 23 | 57 | 44 | 43 | ... | ... | ... | ... | 7 | ... | | 2 | | | | | |

Appendix 36.
Interlocking and train signalling.

# APPENDIX 36.

*Railways on which points and signals are interlocked and on which block instruments are used for train signalling.*

(Referred to in paragraph 51 of Report.)

*N.B.*—A reference to Appendix 2 will furnish the key to the code letters used to express railway systems.

| Class: No. Main. | Class: No. Sub. | Railway. | Particulars. | Total number of stations on railway. | Stations at which points and signals are interlocked. No. | Stations at which points and signals are interlocked. Name of system of interlocking. | Stations at which block instruments are used for train signalling. No. | Stations at which block instruments are used for train signalling. Name of block instrument. |
|---|---|---|---|---|---|---|---|---|
| 1 | ... | E. I. | At close of 1899 | 325 | 31 | 37 "English" system. 25 Saxby and Farmer's. 6 Experimental. | 2 | |
| | | | Added during 1900 | | 37 | | 0 | Tyer's Tablet apparatus. |
| | | | At close of 1900 | | 68 | | 2 | |
| 2 | ... | E. B. S. | At close of 1899 | 782 | 11 | 9 Mackenzie and Holland's. 5 Experimental. | 1 | 1 Webb and Thomson, "Electric Staff." |
| | | | Added during 1900 | | 3 | | 3 | 1 Tyer's Tablet. |
| | | | At close of 1900 | | 14 | | 4 | 2 Dutton's and Neville's Tablet. |
| 4 | ... | B. N. | At close of 1899 | 146 | 37 | 48 List and Morse's. 1 Experimental. | 12 | 7 Webb and Thomson's "Electric Staff." |
| | | | Added during 1900 | | 12 | | 2 | 2 Tyer's Tablet. 3 Winter's Tablet. |
| | | | At close of 1900 | | 49 | | 14 | 2 Dutton's Tablet. |
| 7 | ... | O. and R. | At close of 1899 | 156 | 37 | 45 List and Morse's. 7 Experimental. | ... | ... |
| | | | Added during 1900 | | 15 | | | |
| | | | At close of 1900 | | 52 | | | |
| 8 | ... | N. W. | At close of 1899 | 488 | 155 | 127 List and Morse's. 21 Tappit. 16 Key locking. 3 Experimental. | ... | ... |
| | | | Added during 1900 | | 12 | | | |
| | | | At close of 1900 | | 167 | | | |
| 9 | (a) to (e) | G. I. P. | At close of 1899 | 231 | 24 | Saxby and Farmer's. | 229 | Preece's single wire semaphore. |
| | | | Added during 1900 | | ... | | 14 | |
| | | | At close of 1900 | | 24 | | 243 | |
| 9 | (f) to (j) | I. M. | At close of 1899 | 143 | 13 | 11 Wrench's. 2 Experimental. | ... | |
| | | | Added during 1900 | | ... | | | |
| | | | At close of 1900 | | 13 | | | |
| 10 | (a) to (e) | B. B. and C. I. | At close of 1899 | 128 | 20 | 6 Mackenzie and Holland's. 11 Country made. 4 Experimental. | 77 | Preece's block. |
| | | | Added during 1900 | | 1 | | 1 | |
| | | | At close of 1900 | | 21 | | 76 | |
| 10 | (f) to (j) | R. M. | At close of 1899 | 256 | 9 | 6 Sydney Jones's. 1 List and Morse's. 1 Mackenzie and Holland's. 2 Dutton's. | ... | |
| | | | Added during 1900 | | 1 | | ... | |
| | | | At close of 1900 | | 10 | | ... | |
| 11 | ... | N. G. S. | At close of 1899 | 45 | 14 | 36 List and Morse's. 1 Experimental. | ... | ... |
| | | | Added during 1900 | | 23 | | ... | |
| | | | At close of 1900 | | 37 | | ... | |
| 12 | ... | M. | At close of 1899 | 166 | 42 | 37 List and Morse's. 10 Experimental. | 127 | 109 Winter's Block with starting semaphores. 19 Winter's Block without semaphores. 2 Experimental. |
| | | | Added during 1900 | | 5 | | 3 | |
| | | | At close of 1900 | | 47 | | 130 | |
| 22 | ... | S. M. | At close of 1899 | 215 | ... | ..... | 100 | 101 Winter's. 2 Webb and Thomson's "Electric Staff." |
| | | | Added during 1900 | | ... | | 3 | |
| | | | At close of 1900 | | ... | | 103 | |
| 24 | ... | S. I. | At close of 1899 | 178 | 6 | 5 Dutton's. 1 Saxby and Farmer's. | 10 | Winter's Ticket issuing. |
| | | | Added during 1900 | | ... | | 11 | |
| | | | At close of 1900 | | 6 | | 21 | |
| 25 | ... | B. | At close of 1899 | 175 | 2 | 1 Saxby and Farmer's. 1 Dutton's. | ... | ... |
| | | | Added during 1900 | | ... | | ... | |
| | | | At close of 1900 | | 2 | | ... | |

# APPENDIX 37.



*Rolling-stock fitted with Automatic brakes at close of 1900.*

(Referred to in paragraph 54 of Report.)

*N.B.*—There is no rolling-stock fitted with automatic brakes on the railways not enumerated.

| Class: No. | Gauge. | Railway. | Particulars. | Locomotives. Fitted. | Not fitted. | Proportion per cent. of fitted to total. | Vehicles excluding cranes. Braked. | Piped. | Not fitted | Proportion per cent. of fitted to total | Class: No. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 5′ 6″ | East Indian | At close of 1899 | 157 | 581 | 21·27 | 1,247 | 85 | 13,284 | 9·11 | 1 |
| | | | Added during 1900 | 90 | ... | ... | 39 | 119 | ... | ... | |
| | | | Total at close of 1900 | 247 | 554 | 30·84 | 1,286 | 204 | 14,454 | 9·34 | |
| 2 (*a*) | | Eastern Bengal | At close of 1899 | 60 | 53 | 53·10 | 338 | 77 | 2,369 | 14·90 | 2 (*a*) |
| | | | Added during 1900 | 1 | ... | ... | 30 | ... | ... | ... | |
| | | | Total at close of 1900 | 61 | 53 | 53·51 | 368 | 60 | 2,425 | 15·00 | |
| 3 | | Bengal Central | At close of 1899 | 5 | 22 | 18·52 | ... | 1 | 607 | 0·16 | 3 |
| | | | Added during 1900 | ... | ... | ... | ... | ... | ... | ... | |
| | | | Total at close of 1900 | 5 | 22 | 18·52 | ... | 1 | 608 | 0·16 | |
| 4 | | Bengal-Nágpur | At close of 1899 | 39 | 100 | 28·06 | 294 | 34 | 3,817 | 7·91 | 4 |
| | | | Added during 1900 | 17 | ... | ... | 111 | ... | ... | ... | |
| | | | Total at close of 1900 | 56 | 100 | 35·90 | 405 | 34 | 4,260 | 9·34 | |
| 5 | | East Coast | At close of 1899 | 16 | 58 | 21·62 | 55 | 5 | 2,072 | 2·81 | 5 |
| | | | Added during 1900 | Information not furnished. | | | | | | | |
| | | | Total at close of 1900 | | | | | | | | |
| 7 (*a*)& (*b*) | | Oudh and Rohilkhand. | At close of 1899 | 47 | 125 | 27·33 | 379 | 33 | 4,728 | 8·01 | 7 (*a*)& (*b*) |
| | | | Added during 1900 | 15 | ... | ... | 85 | 18 | ... | ... | |
| | | | Total at close of 1900 | 62 | 110 | 36·05 | 464 | 51 | 4,661 | 9·95 | |
| 8 | | North Western | At close of 1899 | 470 | 182 | 72·09 | 2,068 | 208 | 11,338 | 16·72 | 8 |
| | | | Added during 1900 | 10 | ... | ... | 31 | 7 | ... | ... | |
| | | | Total at close of 1900 | 480 | 180 | 73·73 | 2,099 | 215 | 11,304 | 16·99 | |
| 9 (*a*) to (*e*) | | Great Indian Peninsula. | At close of 1899 | 221 | 384 | 36·53 | 1,309 | ... | 8,286 | 13·64 | 9 (*a*) to (*e*) |
| | | | Added during 1900 | 23 | ... | ... | —25 | ... | ... | ... | |
| | | | Total at close of 1900 | 244 | 361 | 40·33 | 1,284 | ... | 8,294 | 13·41 | |
| 9 (*f*) to (*i*) | | Indian Midland | At close of 1899 | 68 | 64 | 51·51 | 135 | 24 | 2,521 | 5·94 | 9 (*f*) to (*i*) |
| | | | Added during 1900 | 10 | ... | ... | ... | ... | ... | ... | |
| | | | Total at close of 1900 | 78 | 64 | 54·93 | 135 | 24 | 2,597 | 5·77 | |
| 10 (*a*) to (*e*) | | Bombay, Baroda and Central India | At close of 1899 | 109 | 63 | 63·37 | 439 | 59 | 4,313 | 10·35 | 11 (*a*) to (*e*) |
| | | | Added during 1900 | 16 | ... | ... | 10 | 30 | ... | ... | |
| | | | Total at close of 1900 | 125 | 61 | 67·20 | 449 | 89 | 4,724 | 10·22 | |
| 11 (*a*) & (*b*) | | The Nizam's Guaranteed State. | At close of 1899 | ... | 54 | ... | 30 | ... | 1,068 | 2·73 | 12 (*a*) & (*b*) |
| | | | Added during 1900 | ... | ... | ... | ... | ... | ... | ... | |
| | | | Total at close of 1900 | ... | 54 | ... | 30 | ... | 1,076 | 2·71 | |
| 12 (*a*) & (*b*) | | Madras | At close of 1899 | 54 | 114 | 32·14 | 459 | 14 | 3,354 | 12·36 | 13 (*a*) & (*b*) |
| | | | Added during 1900 | 6 | ... | ... | 109 | ... | ... | ... | |
| | | | Total at close of 1900 | 60 | 108 | 35·71 | 568 | 14 | 3,341 | 14·83 | |
| 2 (*b*) | | Eastern Bengal, including the Kaunia-Dharlla, 2′6″ gauge, branch. | At close of 1899 | 23 | 66 | 25·84 | 184 | 41 | 2,664 | 7·79 | 2 (*b*) |
| | | | Added during 1900 | 3 | ... | ... | 70 | 8 | ... | ... | |
| | | | Total at close of 1900 | 26 | 78 | 25·00 | 254 | 49 | 3,112 | 8·87 | |
| 12 (*c*) | | Nilgiri | At close of 1899 | 4 | ... | 100·00 | 28 | ... | ... | 100·00 | 13 (*c*) |
| | | | Added during 1900 | ... | ... | ... | ... | ... | ... | ... | |
| | | | Total at close of 1900 | 4 | ... | 100·00 | 28 | ... | ... | 100·00 | |
| 15 | 3′ 3⅜″ | Assam Bengal | At close of 1899 | 44 | 9 | 83·02 | 163 | ... | 1,157 | 12·35 | 16 |
| | | | Added during 1900 | ... | ... | ... | 1 | ... | ... | ... | |
| | | | Total at close of 1900 | 44 | 9 | 83·02 | 164 | ... | 1,158 | 12·41 | |
| 24 | | South Indian | At close of 1899 | 25 | 183 | 12·02 | 132 | 27 | 4,116 | 3·72 | 25 |
| | | | Added during 1900 | ... | ... | ... | ... | ... | ... | ... | |
| | | | Total at close of 1900 | 25 | 183 | 12·02 | 132 | 27 | 4,116 | 3·72 | |
| 25 | | Burma | At close of 1899 | 29 | 141 | 17·06 | 137 | 3 | 4,230 | 3·20 | 26 |
| | | | Added during 1900 | 23 | ... | ... | 77 | 19 | ... | ... | |
| | | | Total at close of 1900 | 52 | 119 | 30·41 | 214 | 22 | 4,195 | 5·33 | |

Appendix 38.
Lighting of stock.

# APPENDIX 38.

## *Rolling-stock lighted by gas.*

(Referred to in paragraph 55 of Report.)

*Note.*—On railways not enumerated, the rolling-stock is lighted with oil lamps.

| Class: No. | Gauge. | Railway. | Particulars. | Number fitted. | Number not fitted. | Proportion per cent. of fitted to total. | Remarks. |
|---|---|---|---|---|---|---|---|
| 1 | 5′ 6″ | East Indian | At close of 1899 | 973 | 850 | 53·37 | |
| | | | Added during 1900 | 30 | ... | ... | |
| | | | At close of 1900 | 1,003 | 878 | 53·32 | |
| 2 | | Eastern Bengal | At close of 1899 | 356 | 77 | 82·22 | |
| | | | Added during 1900 | 15 | ... | ... | |
| | | | At close of 1900 | 371 | 67 | 84·70 | |
| 4 | | Bengal-Nágpur | At close of 1899 | 42 | 392 | 9·68 | |
| | | | Added during 1900 | 96 | ... | ... | |
| | | | At close of 1900 | *138 | 411 | 25·14 | * 1 with electricity. |
| 7 | | Oudh and Rohilkhand. | At close of 1899 | 356 | 364 | 49·44 | |
| | | | Added during 1900 | 128 | ... | ... | |
| | | | At close of 1900 | 484 | 270 | 64·19 | |
| 8 | | North Western | At close of 1899 | 448 | 4,668 | 21·17 | |
| | | | Added during 1900 | 8 | ... | ... | |
| | | | At close of 1900 | 456 | 1,664 | 21·51 | |
| 9 | | Great Indian Peninsula. | At close of 1899 | 1,036 | 600 | 63·33 | |
| | | | Added during 1900 | —25 | ... | ... | |
| | | | At close of 1900 | †1,011 | 600 | 62·76 | † The decrease is due to the fittings of 50 ordinary vehicles broken up being put on to 25 bogie vehicles only. |
| 10 | | Bombay, Baroda and Central India. | At close of 1899 | 502 | 16 | 96·91 | |
| | | | Added during 1900 | 6 | ... | ... | |
| | | | At close of 1900 | 508 | 26 | 95·13 | |
| 12 | | Madras | At close of 1899 | 516 | 254 | 67·01 | |
| | | | Added during 1900 | 70 | ... | ... | |
| | | | At close of 1900 | 586 | 218 | 72·89 | |
| 15 | 3′ 3⅜″ | Assam Bengal | At close of 1899 | 166 | ... | 100·00 | |
| | | | Added during 1900 | ... | ... | ... | |
| | | | At close of 1900 | 166 | ... | 100·00 | |
| 22 | | Southern Mahratta. | At close of 1899 | 547 | 354 | 60·11 | |
| | | | Added during 1900 | 266 | ... | ... | |
| | | | At close of 1900 | 763 | 125 | 85·92 | |
| | | Total for railways enumerated above, at close of 1900 | | 5,486 | 4,259 | 56·30 | |

# APPENDIX 39.



*Accidents and casualties on railways treated as one system during the Calendar years 1899 and 1900.*

(Referred to in paragraph 57 of Report.)

| Description. | Accidents reported to Local Governments under section 83 of the Indian Railways Act IX of 1890, *i.e.*, serious accidents. | | Other accidents. | | Total number of accidents. | | Number of passengers and others. | | | | Number of servants. | | | | Total of all classes. | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Killed. | | Injured. | | Killed. | | Injured. | | Killed. | | Injured. | |
| | *1899.* | 1900. | *1899.* | 1900. | *1899.* | 1900. | *1899.* | 1900. | *1899.* | 1900. | *1899.* | 1900. | *1899.* | 1900. | *1899.* | 1900. | *1899.* | 1900. |
| 1. Collisions between passenger trains or parts of passenger trains | *3* | 3 | *5* | 4 | *8* | 7 | ... | ... | *4* | 8 | ... | ... | 7 | 2 | ... | ... | *11* | 10 |
| 2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line | *34* | 18 | *14* | 30 | *48* | 48 | *3* | ... | *18* | 9 | ... | 5 | *11* | 8 | *3* | 5 | *29* | 17 |
| 3. Collisions between goods trains or parts of goods trains | *15* | 11 | *46* | 75 | *61* | 86 | ... | ... | *3* | ... | *10* | 2 | *17* | 12 | *10* | 2 | *20* | 12 |
| 4. Collisions between light engines | *1* | 3 | *18* | 19 | *19* | 22 | ... | ... | ... | ... | ... | 2 | ... | 3 | ... | 2 | ... | 3 |
| 5. Passenger trains or parts of passenger trains leaving the rails | *111* | 37 | *49* | 47 | *160* | 84 | *2* | ... | *13* | 2 | ... | 2 | *3* | 6 | *2* | 2 | *16* | 8 |
| 6. Goods trains or parts of goods trains, engines, etc., leaving the rails | *5* | 10 | *187* | 205 | *192* | 215 | ... | ... | ... | 2 | *2* | 2 | *4* | 5 | *2* | 2 | *4* | 7 |
| 7. Trains or engines travelling in the wrong direction through points | *17* | 17 | *85* | 124 | *102* | 141 | ... | ... | *12* | 7 | ... | ... | ... | 3 | ... | ... | *12* | 10 |
| 8. Trains running into stations or sidings at too high a speed | *2* | 5 | *14* | 9 | *16* | 14 | ... | ... | ... | ... | ... | ... | *1* | 2 | ... | ... | *1* | 2 |
| 9. Trains running over cattle on the line | *10* | 14 | *2,380* | 2,493 | *2,390* | 2,507 | ... | †1 | ‡4 | ... | ... | ... | ... | ... | ... | 1 | *4* | ... |
| 10. Trains running over obstructions on the line | *15* | 16 | *154* | 155 | *169* | 171 | *6 | 3 | §12 | *5 | 3 | ... | *11* | 3 | *9* | 3 | *23* | 8 |
| 11. Trains running through gates at level-crossings | *5* | 2 | *48* | 46 | *53* | 48 | ... | ... | ... | ... | *1* | ... | ... | 2 | *1* | ... | ... | 2 |
| 12. The bursting of boilers of engines | ... | ... | *2* | 7 | *2* | 7 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 12. (*a*) The bursting of tubes, etc., of engines | ... | ... | *275* | 237 | *275* | 237 | ... | ... | ... | ... | ... | ... | *1* | 3 | ... | ... | *1* | 3 |
| 13. The failure of machinery, springs, etc., of engines | *3* | 6 | *699* | 719 | *702* | 725 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 14. The failure of tyres | ... | ... | *30* | 22 | *30* | 22 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 15. Ditto of wheels | *1* | ... | *8* | 5 | *9* | 5 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 16. Ditto of axles | *18* | 4 | *73* | 71 | *91* | 75 | ... | ... | *1* | 1 | *1* | ... | *7* | ... | *1* | ... | *8* | 1 |
| 17. Ditto of brake apparatus | ... | 1 | *2* | 6 | *2* | 7 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 18. Ditto of couplings | ... | 6 | *359* | 453 | *359* | 459 | ... | 1 | *2* | *6 | ... | ... | ... | 3 | ... | 1 | *2* | 9 |
| 19. Ditto of tunnels, bridges, viaducts, culverts, etc. | ... | ... | *1* | ... | *1* | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 20. Broken rails | ... | 1 | *129* | 152 | *129* | 153 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 21. The flooding of portions of permanent-way | *32* | 40 | *58* | 164 | *90* | 204 | ... | 11 | ... | 49 | *3* | ... | ... | ... | *3* | 11 | ... | 49 |
| 22. Slips in cuttings or embankments | ... | 5 | *38* | 107 | *38* | 112 | ... | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | 2 |
| 23. Fire in trains | *11* | 2 | *193* | 239 | *204* | 241 | ... | ... | *10* | ... | ... | ... | *1* | 1 | ... | ... | *11* | 1 |
| 24. Fire at stations, or involving injury to bridges or viaducts | *5* | 3 | *77* | 76 | *82* | 79 | ... | ... | †1 | ... | ... | ... | *1* | ... | ... | ... | *2* | ... |
| 25. Other accidents | *20* | 29 | *635* | 860 | *655* | 889 | ... | 2 | ‡15 | 6 | ... | 8 | *28* | 29 | ... | 10 | *43* | 35 |
| TOTAL | *308* | 233 | *5,579* | 6,325 | *5,887* | 6,558 | *11 | ‡18 | ‖95 | ¶95 | *20* | 21 | *92* | 84 | *31* | 39 | *187* | 179 |

* Of these, four were not passengers.
† Not a passenger.
‡ Of these, one was not a passenger.
§ Of these, six were not passengers.
‖ Of these, nine were not passengers.
¶ Of these, eight were not passengers.

Appendix 40.
Railway Servants and Provident Fund.

# APPENDIX 40.

*Numerical Return of Servants of all races employed on each railway (open lines only) and the amounts deposited by them in the Provident Fund at the close of the Calendar year 1900.*

(Referred to in paragraphs 61 and 64 of Report.)

| Class: No. | | Railway. | Number of servants employed. | | | | | | | | Amounts deposited in Provident Fund. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | European. | | Eurasian. | | Natives. | | Total. | | Number of depositors. | | Amount at their credit on 31st December 1900 in rupees. | | | |
| Main. | Sub. | | 1899. | 1900. | 1899. | 1900. | 1899. | 1900. | 1899. | 1900. | Voluntary. | Compulsory. | Voluntary. | Compulsory. | Bonus given by railway. | Total to depositors' credit. |
| 1 | ... | East Indian | 1,304 | 1,399 | 823 | 872 | 59,418 | 68,440 | 61,545 | 70,711 | 5,656 | 7,978 | † | † | † | 1,09,89,946 |
| 2 | ... | Eastern Bengal State | 285 | 273 | 320 | 338 | 19,115 | 18,097 | 19,720 | 18,708 | 101 | 3,801 | 18,208 | 8,20,642 | 7,30,825 | 15,69,675 |
| 3 | ... | Bengal Central | 12 | 12 | 21 | 14 | 1,397 | 1,482 | 1,430 | 1,508 | ... | 455 | ... | 41,278 | 12,566 | 53,844 |
| 4 | ... | Bengal-Nágpur | 237 | 240 | 425 | 468 | 14,499 | 14,902 | 15,161 | 15,610 | 113 | 2,186 | 19,152 | 3,74,290 | 2,49,423 | 6,42,865 |
| 5 | ... | East Coast State | 96 | † | 399 | † | 8,992 | † | 9,487 | † | 15 | 1,275 | 3,809 | 1,51,896 | 1,26,132 | 2,81,837 |
| 6 | ... | Calcutta Port Commissioners' | 2 | 1 | 12 | 15 | 559 | 618 | 573 | 634 | ... | ... | ... | ... | ... | ... |
| 7 | ... | Oudh and Rohilkhand State | 180 | 203 | 181 | 216 | 14,991 | 15,452 | 15,352 | 15,871 | 93 | 1,833 | 24,757 | 5,09,653 | 3,92,653 | 9,27,063 |
| 8 | ... | North Western State | 708 | 754 | 629 | 606 | 46,903 | 48,332 | 48,240 | 49,692 | 294 | 6,102 | 64,869 | 20,96,621 | 18,59,648 | 40,21,138 |
| 9 | (*a*) to (*e*) | Great Indian Peninsula | 680 | 648 | 630 | 622 | 38,733 | 36,978 | 40,043 | 38,248 | ... | 4,584 | † | † | † | 50,21,719 |
| 9 | (*f*) to (*j*). | Indian Midland | 198 | 235 | 163 | 208 | 9,236 | 10,054 | 9,647 | 10,497 | 61 | 1,909 | 13,565 | 6,13,745 | 47,753 | 6,75,063 |
| 10 | (*a*) to (*d*) and (*j*) and (*k*). | Bombay, Baroda and Central India | 247 | 225 | 291 | 221 | 12,040 | 13,326 | 12,578 | 13,772 | ... | 2,282 | ... | 15,87,867 | 7,68,901 | 23,56,768 |
| 10 | (*e*) to (*i*) | Rajputana-Malwa | 424 | 409 | 521 | 527 | 21,815 | 22,563 | 22,760 | 23,499 | 205 | 3,462 | 53,264 | 11,28,247 | 10,19,643 | 22,01,154 |
| 11 | ... | Nizam's Guaranteed State | 70 | 86 | 227 | 350 | 4,578 | 7,748 | 4,875 | 8,184 | ... | 988 | ... | 2,59,124 | 1,95,050 | 4,54,174 |
| 12 | ... | Madras | 171 | 173 | 1,014 | 1,071 | 13,266 | 13,801 | 14,451 | 15,045 | 65 | 3,281 | 62,909 | 8,24,929 | 5,87,775 | 14,80,613 |
| 13 | ... | Bengal Dooars | 3 | 5 | 1 | 3 | 359 | 619 | 363 | 627 | ... | 52 | ... | 6,487 | 4,146 | 10,633 |
| 14 | ... | Dibru-Sadiya | 9 | 9 | ... | ... | 941 | 975 | 950 | 984 | ... | ... | ... | ... | ... | ... |
| 15 | ... | Assam-Bengal | 43 | 46 | 77 | 90 | 4,201 | 3,416 | 4,321 | 3,552 | ... | 594 | ... | 29,818 | 18,310 | 48,128 |
| 16 | ... | Deoghur | ... | ... | ... | ... | 56 | 58 | 56 | 58 | ... | ... | ... | ... | ... | ... |
| 17 | ... | Bengal and North-Western | 147 | 136 | 147 | 176 | 14,178 | 13,448 | 14,472 | 13,760 | 4 | 1,721 | 2,272 | 4,09,789 | 3,15,689 | 7,27,750 |
| 18 | ... | Rohilkund and Kumaon | 24 | 25 | 15 | 15 | 2,344 | 3,197 | 2,383 | 3,237 | ... | 318 | 155 | 1,10,945 | 74,555 | 1,85,655 |
| 19 | ... | Jodhpur-Bikaner | 4 | 7 | 2 | 3 | 1,693 | 2,323 | 1,699 | 2,333 | 21 | 191 | 3,124 | 25,576 | 22,371 | 51,071 |
| 20 | ... | Udaipur-Chitor | 2 | 2 | 1 | ... | 340 | 378 | 343 | 380 | ... | 30 | ... | 1,960 | 1,010 | 2,970 |
| 21 | ... | Bhávnagar-Gondal-Junágad-Porbandar | 21 | 18 | 40 | 34 | 2,525 | 2,538 | 2,586 | 2,590 | 127 | 466 | 34,010 | 1,65,213 | 1,17,241 | 3,16,464 |
| 22 | ... | Southern Mahratta | 187 | 193 | 412 | 388 | 13,087 | 13,482 | 13,686 | 14,063 | ... | 3,071 | ... | 6,66,823 | 2,88,924 | 9,55,747 |
| 24 | ... | South Indian | 96 | 96 | 604 | 604 | 11,593 | 11,626 | 12,293 | 12,326 | 12 | 2,126 | 4,635 | 5,54,908 | 2,96,005 | 8,55,548 |
| 25 | ... | Burma | 113 | 139 | 423 | 440 | 9,594 | 10,949 | 10,130 | 11,528 | 5 | 1,966 | 4,689 | 4,19,537 | 3,11,659 | 7,35,885 |
| 26 | ... | Morvi | 2 | 2 | 1 | 1 | 597 | 592 | 600 | 595 | ... | ... | ... | ... | ... | ... |
| 28 | ... | Tárakeshwar-Magra | ... | 1 | 1 | ... | 204 | 202 | 205 | 203 | ... | ... | ... | ... | ... | ... |
| 29 | ... | Ránaghat-Krishnagar | 1 | 1 | 1 | 1 | 115 | 136 | 117 | 138 | ... | ... | ... | ... | ... | ... |
| 30 | ... | Tezpur-Bálipárá | 1 | 2 | 1 | 1 | 199 | 180 | 201 | 183 | ... | ... | ... | ... | ... | ... |
| 32 | ... | Darjeeling-Himalayan | 19 | 21 | 10 | 10 | 843 | 815 | 872 | 846 | ... | 122 | ... | 94,443 | 45,418 | 1,39,861 |
| 33 | ... | Howrah-Amta | 3 | 3 | 1 | 1 | 326 | 432 | 330 | 436 | ... | ... | ... | ... | ... | ... |
| 34 | ... | Howrah-Sheakhalla | 1 | 1 | ... | ... | 146 | 203 | 147 | 204 | ... | ... | ... | ... | ... | ... |
| 35 | ... | Jorhát | 2 | 2 | ... | ... | 156 | 153 | 158 | 155 | 4 | 24 | 404 | 5,292 | 2,907 | 8,603 |
| | | Total | 5,292 | 5,367 | 7,393 | 7,295 | 329,089 | 337,515 | 341,774 | 350,177 | 6,776 | 50,817 | 3,09,822 | 1,09,04,083 | 74,88,604 | 3,47,14,174 |

* The number under "Voluntary" represents subscribers over 5 per cent, and that under "Compulsory" subscribers of 5 per cent. only.
† Information not furnished.
‡ Represents voluntary deposits of staff transferred from the Oudh and Rohilkhand State railway.

# APPENDIX 41.



## *Number of men enrolled in Railway Volunteer Corps on the 31st December 1900.*

(Referred to in paragraph 62 of Report.)

| Classification Number. | | Corps. | ENROLLED STRENGTH. | | | | | Total number of European and Eurasian employés on railway. | Sergeant Instructors furnished by the Army. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Efficients. | | | Non-efficients. | Total number of volunteers in corps. | | | |
| Main. | Sub. | | Officers. | Non-Commissioned officers. | Volunteers. | | | | | |
| 1 | ... | East Indian | 62 | 163 | 1,843 | 30 | 2,098 | 2,271 | 17 | Note.—Non-railway employés who have been enrolled as volunteers are included in the total strength of the corps. The figures will be separately shown next year. |
| 2 | ... | Eastern Bengal State | 21 | 83 | 496 | 12 | 612 | 611 | 3 | |
| 4 | ... | Bengal-Nágpur | 24 | 137 | 660 | 8 | 829 | 708 | 8 | |
| 7 | ... | Oudh and Rohilkhand State— | | | | | | | | |
| | ... | *Oudh Volunteer Rifles* | 15 | 54 | 368 | 1 | 438 | 419 | 5 | |
| 8 | ... | North Western State— | | | | | | | | |
| | | *Third Punjab (North Western State railway) Volunteer Rifles* | 54 | 128 | 977 | 7 | 1,166 | 1,360 | 12 | |
| 9 | (*a*) to (*e*) | Great Indian Peninsula | 27 | 145 | 778 | 1 | 951 | 1,270 | 12 | |
| 9 | (*f*) to (*j*) | Indian Midland— | | | | | | | | |
| | | *Midland Railway Volunteer Rifles* | 18 | 52 | 358 | 11 | 439 | 443 | 3 | |
| 10 | (*a*) to (*d*) and (*j*) and (*k*). | Bombay, Baroda and Central India— | | | | | | | | |
| | | *First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles* | 17 | 109 | 595 | 7 | 728 | 446 | 7 | |
| 10 | (*e*) to (*i*) | Rajputana-Malwa— | | | | | | | | |
| | | *Second Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles* | 30 | 100 | 657 | 20 | 807 | 936 | 10 | |
| 11 | ... | Nizam's Guaranteed State— | | | | | | | | |
| | | *Hyderabad Volunteer Rifles* | 7 | 31 | 209 | ... | 247 | 436 | 2 | |
| 12 | ... | Madras | 32 | 118 | 760 | 33 | 943 | 1,244 | 11 | |
| 17 | ... | Bengal and North-Western— | | | | | | | | |
| | ... | *Gorakhpur Volunteer Rifles* | 20 | 40 | 304 | ... | 364 | 312 | 5 | |
| 18 | ... | Rohilkund and Kumaon— | | | | | | | | |
| | | *Rohilkund Volunteer Rifles* | 1 | 1 | 18 | ... | 20 | 40 | 1 | |
| 21 | ... | Bhávnagar-Gondal-Junágad-Porbandar— | | | | | | | | |
| | | *First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles, F. Company* | 2 | 8 | 44 | 2 | 56 | 52 | 1 | |
| 22 | ... | Southern Mahratta | 20 | 87 | 767 | 5 | 879 | 581 | 7 | |
| 24 | ... | South Indian | 19 | 94 | 607 | 16 | 736 | 700 | 7 | |
| 25 | ... | Burma | 19 | 55 | 618 | 22 | 714 | 579 | 11 | |
| 32 | ... | Darjeeling-Himalayan— | | | | | | | | |
| | | *Northern Bengal Mounted Rifles, "A" and "B" Troops* | 1 | 1 | 9 | ... | 11 | 31 | ... | |

Appendix 42.
Police.

# APPENDIX 42.

*Strength and cost of the Police force on each Railway (open lines), and the amount of compensation payments due to thefts for the Calendar year 1900.*

(Referred to in paragraph 63 of Report.)

| Class: No. | | Railway. | Subordinate officers. | Constables and men. | Portion of the total annual cost borne by the Railway. | | | | Cost of force to the railway per mile open. | Compensation payments due to thefts or losses. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Main. | Sub. | | | | Supervision. | Constables and men. | Contingencies. | Total cost of force to the railway. | | | |
| | | | Average No. | Average No. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | |
| 1 | ... | East Indian | 35 | 1,688 | 51,252 | 1,20,573 | 29,455 | 2,01,280 | 95·69 | 19,987 | |
| 2 | ... | Eastern Bengal State | 56 | 681 | 601 | 38,451 | 140 | 39,192 | 41·01 | 22,909 | |
| 3 | ... | Bengal Central | 9 | 48 | 4,348 | 4,183 | 491 | 9,022 | 72·17 | ... | |
| 4 | ... | Bengal-Nágpur | 8 | 349 | 9,846 | 27,887 | 2,513 | 40,246 | 31·38 | 191 | |
| 5 | ... | East Coast State | ... | 171 | ... | 16,182 | 380 | 16,562 | 20·51 | ... | |
| 7 | ... | Oudh and Rohilkhand State | 2 | 455 | *1,914 | 30,565 | 2,063 | 34,542 | 30·06 | 1,049 | * Represents the pay of one clerk and one inspector. |
| 8 | ... | North Western State | 269 | 2,535 | ... | 1,37,829 | 929 | 1,38,758 | 38·46 | 1,849 | |
| 9 | (*a*) to (*e*). | Great Indian Peninsula | 21 | 1,048 | 33,385 | 1,05,614 | 14,193 | 1,53,192 | 98·14 | 17,165 | |
| 9 | (*f*) to (*j*). | Indian Midland | 32 | 265 | 20,153 | 21,135 | 4,115 | 45,403 | 40·81 | ... | |
| 10 | (*a*) to (*d*) & (*j*) & (*k*). | Bombay, Baroda and Central India. | 58 | 401 | 17,054 | 63,250 | 8,885 | 84,189 | 126·79 | 21,117 | |
| 10 | (*e*) to (*i*). | Rajputána-Malwa | 138 | 631 | 47,259 | 1,04,986 | 4,113 | 1,56,358 | 75·81 | 12,242 | |
| 11 | ... | Nizam's Guaranteed State | 47 | 318 | 12,883 | 35,581 | 2,505 | 50,969 | 69·26 | ... | |
| 12 | ... | Madras | 11 | 309 | 14,114 | 28,196 | 6,830 | 49,140 | 56·40 | 2,424 | |
| 13 | ... | Bengal-Dooars | ... | 8 | ... | 1,102 | 47 | 1,149 | 11·24 | ... | |
| 15 | ... | Assam-Bengal | 2 | 149 | 2,571 | 11,306 | 1,345 | 15,222 | 34·89 | ... | |
| 17 | ... | Bengal and North-Western | 8 | 551 | 5,725 | 38,067 | 3,513 | 47,305 | 39·96 | 1,305 | |
| 18 | ... | Rohilkund and Kumaon | 11 | 130 | 3,192 | 8,678 | 1,431 | 13,301 | 46·66 | 204 | |
| 21 | ... | Bhávnagar-Gondal-Junágad-Porbandar. | 25 | 137 | ... | ... | ... | †36,061 | 79·22 | 389 | † Including Magisterial charges, Rs. 7,226. |
| 22 | ... | Southern Mahratta | 13 | 674 | 15,255 | 61,546 | 7,429 | 84,230 | 52·92 | 4,515 | |
| 24 | ... | South Indian | ... | 207 | ... | ... | ... | ‡57,760 | 52·03 | 1,086 | ‡ Including cost of Government supervision, Rs. 44,909. |
| 25 | ... | Burma | 78 | 382 | 9,186 | 60,920 | 14,537 | 84,643 | 75·31 | 102 | |

*N.B.*—The information for railways not mentioned in this statement is not available this year.

# APPENDIX 43.

## *Railway and Railway aided Schools at the close of the Calendar year 1900.*

(Referred to in paragraph 67 of Report.)

*N.B.*—A reference to Appendix 2 will furnish the key to the code letters used to express railway systems.

| Class: No. | | Railway. | RAILWAY SCHOOLS. | | | | | | | | | LOCAL AND DISTRICT SCHOOLS. | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Attendance. | | | | Annual Contributions. | | | | | Average daily attendance. | | |
| Main. | Sub. | | Number of Schools | Children. Number on the rolls. | Children. Average daily attendance. | Apprentices and workmen. Number on the rolls. | Apprentices and workmen. Average daily attendance. | By Government. | By Railway. | By School fees. | Total. | Annual expenditure. | Number of Schools. | Children | Apprentices and workmen. | Annual Railway grant. |
| | | | | | | | | Rs. | Rs. | Rs. | Rs. | Rs. | | | | |
| 1 | ... | E. I. European | *19 | 759 | 579 | 44 | 38 | 9,798 | †25,168 | 26,335 | 61,301 | 67,883 | ... | ... | ... | ... |
| | | E. I. Native | ‡ | 3,051 | 2,127 | 2,037 | 821 | 3,445 | §5,764 | 19,819 | 29,028 | 34,688 | ... | ... | ... | ... |
| 2 | ... | E. B. S. | 4 | 187 | 55 | 43 | 35 | ... | 1,085 | ... | 1,085 | 1,085 | 12 | 581 | ... | 4,454 |
| 4 | ... | B. N. European | 5 | 92 | 82 | ... | ... | 985 | 3,300 | 1,561 | 5,846 | 4,599 | 2 | 68 | ... | 600 |
| | | B. N. Native | 3 | 157 | 131 | ... | ... | 205 | 774 | 803 | 1,782 | 1,500 | ... | ... | ... | ... |
| 7 | ... | O. and R. European | 2 | 30 | 25 | ... | ... | 452 | 1,113 | 712 | 2,277 | 1,565 | ‖12 | 133 | ... | 6,000 |
| | | O. and R. Native | 2 | ... | ... | 252 | 99 | ... | 342 | ... | 342 | 342 | ** | ... | ... | ... |
| 8 | ... | N.W. European | 2 | 64 | 49 | 21 | 14 | 1,538 | 1,727 | 927 | 4,192 | 3,871 | ††16 | 265 | ... | 13,415 |
| | | N.W. Native | 22 | 91 | 79 | 1,176 | 397 | ... | 5,832 | 183 | 6,015 | 5,114 | 1 | 68 | ... | 1,520 |
| 9 | (*a*) to (*e*). | G. I. P. | 6 | 250 | 202 | ... | ... | 3,005 | 14,755 | 2,510 | 20,270 | 16,548 | ‡‡9 | §§ | §§ | ‡‡5,272 |
| 9 | (*f*) to (*j*). | I. M. | 2 | 52 | 37 | ... | ... | ... | 2,100 | 503 | 2,603 | 2,793 | ... | ... | ... | ... |
| 10 | (*a*) to (*d*) and (*j*) and (*k*). | B., B. & C. I. | 3 | 107 | 63 | ... | ... | 1,929 | 3,079 | 1,671 | 6,679 | 7,777 | 22 | 53 | ... | 4,440 |
| 10 | (*e*) to (*i*). | R. M. | 11 | 331 | 284 | 56 | 40 | 1,983 | 15,327 | 10,409 | 27,719 | 33,437 | 9 | 579 | ... | 3,712 |
| 12 | ... | M. | 8 | 344 | 306 | ... | ... | 4,148 | 10,348 | 3,109 | 17,605 | 18,666 | ... | ... | ... | ... |
| 14 | ... | D. S. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ‡ | ‡ | 300 |
| 17 | ... | B. & N. W. | 2 | 46 | 34 | ... | ... | 985 | 1,680 | 585 | 3,250 | 2,861 | 2 | 31 | ... | 324 |
| 21 | ... | B. G. J. P. European | 1 | 11 | 11 | ... | ... | 246 | 996 | 413 | 1,655 | 1,405 | ... | ... | ... | ... |
| | | B. G. J. P. Native | 1 | 44 | 44 | ... | ... | ... | 666 | 131 | 797 | 722 | ... | ... | ... | ... |
| 22 | ... | S. M. European | 15 | 252 | 204 | 159 | 52 | 1,025 | 6,198 | 1,622 | 8,845 | 8,215 | ... | ... | ... | ... |
| | | S. M. Native | 1 | 30 | 23 | ... | ... | ... | 180 | 73 | 253 | 277 | ... | ... | ... | ... |
| 24 | ... | S. I. European | 4 | 133 | 98 | ... | ... | 606 | 1,864 | 648 | 3,118 | 3,632 | ... | ... | ... | ... |
| | | S. I. Native | 1 | 40 | 45 | ... | ... | 51 | 249 | 145 | 445 | 306 | ... | ... | ... | ... |
| 25 | ... | B. European | 3 | 45 | 42 | 14 | 12 | 600 | 684 | 827 | 2,111 | 1,600 | 13 | 29 | ... | 514 |
| | | B. Native | 2 | 126 | 95 | 26 | 22 | 600 | 1,057 | 985 | 2,642 | 2,657 | 12 | 30 | ... | 531 |

* Including the joint railway schools at Aligarh, Moghal Sarai and Gháziabad.

† Including Rs. 260 received from the North Western State railway for the joint railway school at Gháziabad, Rs. 325 and Rs. 409 received from the Oudh and Rohilkhand State railway for the joint railway schools at Aligarh and Moghal Sarai, respectively; and Rs. 11,225 and Rs. 216 payable by the North Western and Oudh and Rohilkhand State railways, respectively, on account of the "Oakgrove" school at Mussoorie.

‡ Information not available.

§ Includes Rs. 146 received from the Oudh and Rohilkhand State railway for the joint railway school at Moghal Sarai.

‖ Excluding the "Oakgrove" school at Mussoorie and the joint railway schools at Aligarh and Moghal Sarai which receive contributions from the Oudh and Rohilkhand State railway. The particulars regarding these schools are included with the railway schools of the East Indian railway.

** The joint railway school at Moghal Sarai which receives contributions from the Oudh and Rohilkhand State railway is included with the railway schools of the East Indian railway.

†† Excluding the "Oakgrove" school at Mussoorie and the joint railway school at Gháziabad, which receive contributions from the North Western State railway. The particulars regarding these schools are included with the railway schools of the East Indian railway.

‡‡ Includes particulars for the school at Mount Abu for the first-half only, as those for the second-half are not available.

§§ Information not furnished; the number on the rolls was 307 children and 6 apprentices.

**Appendix 44.**
Earnings under different heads.

**APPEN**

*Gross earnings under different heads on each*

(Referred to in paragraphs

| Serial No. | GAUGE. | | 5′ 6″ | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | CLASS : No. | | 1 | | 2 | | 3 | | 4 | |
| | Railway. | | East Indian. | | Eastern Bengal State. | | Bengal Central. | | Bengal-Nágpur. | |
| | Particulars. | | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. |
| | **COACHING.** | | | | | | | | | |
| 1 | 1st class | Number . . . | 35,866 | 34,622 | 24,009 | 20,984 | 1,154 | 1,155 | 4,408 | 4,164 |
| 2 | | Earnings . . Rs. | 3,49,370 | 3,27,248 | 91,610 | 78,892 | 3,590 | 3,796 | 39,235 | 31,953 |
| 3 | 2nd class | Number . . . | 103,689 | 111,388 | 62,379 | 56,689 | 13,134 | 12,781 | 13,488 | 14,287 |
| 4 | | Earnings . . Rs. | 4,25,200 | 4,70,076 | 1,05,328 | 1,03,137 | 11,624 | 11,309 | 39,461 | 45,052 |
| 5 | 3rd or intermediate class. | Number . . . | 813,594 | 804,952 | 492,503 | 488,865 | 31,425 | 29,839 | 22,320 | 31,545 |
| 6 | | Earnings . . Rs. | 7,09,791 | 7,41,523 | 2,17,352 | 2,35,970 | 17,680 | 18,220 | 24,211 | 29,252 |
| 7 | 4th or lowest class | Number . . . | 10,129,678 | 9,694,054 | 5,661,521 | 5,682,432 | 867,202 | 826,432 | 1,882,660 | 1,720,980 |
| 8 | | Earnings . . Rs. | 77,63,500 | 77,07,660 | 21,93,869 | 21,95,097 | 2,98,637 | 2,94,517 | 14,67,974 | 13,69,270 |
| 9 | Total passengers | Number . . . | 11,082,827 | 10,645,016 | 6,240,412 | 6,248,970 | 912,915 | 870,207 | 1,922,876 | 1,770,976 |
| 10 | | Earnings . . Rs. | 92,47,861 | 92,46,507 | 26,08,159 | 26,13,096 | 3,31,531 | 3,27,842 | 15,70,881 | 14,75,527 |
| 11 | Parcels and luggage. | Earnings . . Rs. | 8,54,792 | 9,87,723 | 2,55,134 | 3,06,117 | 23,985 | 25,434 | 1,37,486 | 1,51,257 |
| 12 | Other coaching traffic. | Earnings . . Rs. | 4,97,045 | 8,04,292 | 48,726 | 54,975 | 3,278 | 3,557 | 47,892 | 43,433 |
| 13 | Total Coaching traffic. | Earnings . . Rs | 1,05,97,698 | 1,10,38,522 | 29,12,019 | 29,74,188 | 3,58,794 | 3,56,833 | 17,56,259 | 16,70,217 |
| | **GOODS.** | | | | | | | | | |
| 14 | General merchandise. | Tons . . . | 2,339,448 | 1,518,381 | 700,004 | 906,477 | 64,883 | 93,645 | 606,159 | 292,190 |
| 15 | | Earnings . . Rs. | 1,76,04,321 | 1,20,39,001 | 33,58,574 | 61,15,135 | 1,56,116 | 3,22,081 | 56,90,015 | 22,08,175 |
| 16 | | Average rate per ton per mile, . pies | 5·85 | 6·28 | 8·59 | 10·26 | 6·71 | 7·23 | 4·75 | 5·30 |
| 17 | Coal for the public and owning railway. | Tons . . . | 2,417,358 | 2,765,443 | 198,212 | 195,346 | 14,956 | 18,464 | 448,392 | 399,011 |
| 18 | | Earnings . . Rs. | 77,79,143 | 99,42,037 | 2,02,708 | 190,163 | 13,541 | 17,526 | 4,97,261 | 4,90,467 |
| 19 | | Average rate per ton per mile, . pies | 3·24 | 3·21 | 3·58 | 3·63 | 3·29 | 3·22 | 3·16 | 3·15 |
| 20 | Military stores | Tons . . . | 4,021 | 7,079 | 86 | 125 | 124 | 142 | 212 | 408 |
| 21 | | Earnings . . Rs. | 1,76,827 | 2,54,372 | 583 | 670 | 182 | 253 | 3,065 | 13,080 |
| 22 | | Average rate per ton per mile, . pies | 19·21 | 16·73 | 23·29 | 26·03 | 140·24 | 128·05 | 17·43 | 12·44 |
| 23 | Railway materials for construction. | Tons . . . | 152,301 | 165,358 | 110,920 | 42,261 | 2,653 | 7,394 | 13,278 | 138,471 |
| 24 | | Earnings . . Rs. | 1,06,959 | 1,12,540 | 1,69,899 | 59,389 | 1,912 | 7,516 | 16,815 | 48,514 |
| 25 | | Average rate per ton per mile, . pies | 3·70 | 3·03 | 2·43 | 2·45 | 2·45 | 2·45 | 2·45 | 1·80 |
| 26 | Total Goods | Tons* . . . | 5,159,853 | 4,755,011 | 1,050,328 | 1,189,266 | 83,241 | 122,550 | 1,070,873 | 898,256 |
| 27 | | Earnings † . Rs. | 2,60,34,838 | 2,18,67,792 | 38,33,073 | 64,94,206 | 1,72,971 | 3,53,113 | 62,73,333 | 28,88,579 |
| 28 | | Average rate per ton per mile . pies | 4·69 | 4·47 | 7·07 | 9·27 | 6·10 | 6·47 | 4·60 | 4·56 |
| | **SUNDRIES.** | | | | | | | | | |
| 29 | Electric telegraph | Earnings . Rs. | 52,743 | 42,843 | 17,750 | 16,810 | 1,112 | 1,193 | 15,570 | 10,213 |
| 30 | Steam boat and sundries. | Earnings . Rs. | 4,97,930 | 5,15,226 | 6,36,464 | 6,09,357 | 74,945 | 14,458 | 1,19,379 | 2,41,673 |
| | **TOTAL.** | | | | | | | | | |
| 31 | Grand Total Earnings | . Rs. | 3,71,83,209 | 3,34,64,383 | 73,99,306 | 1,00,94,561 | 6,07,822 | 7,25,597 | 81,64,541 | 48,10,682 |
| 32 | Total Working Expenses | . Rs. | 1,20,59,644 | 1,25,09,210 | 39,37,313 | 40,94,290 | 3,56,070 | 4,26,650 | 27,54,307 | 25,07,866 |
| 33 | Net Earnings | . . . Rs. | 2,51,23,565 | 2,09,55,173 | 34,61,993 | 60,00,271 | 2,51,752 | 2,98,947 | 54,10,234 | 23,02,816 |

* Including revenue stores but excluding live stock. † Including all other items not detailed above.

## DIX 44.

*railway (by systems) during each half-year of 1900.*

20 and 24 of Report.)

## Appendix 44.
Earnings under different heads.

5′ 6″.

| 5 | | 6 | | 7 | | 8 | | 9 Great Indian Peninsula system. | | | | Serial No. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| East Coast State. | | Calcutta Port Commissioners' ‡. | | Oudh and Rohilkhand State. § | | North Western State | | G. I. P. (a) to (e) | | Indian Midland. (f) to (j). | | |
| 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | |
| 3,548 | 3,617 | ... | ... | 12,844 | 12,703 | 25,924 | 22,269 | 56,082 | 49,443 | 6,917 | 4,975 | 1 |
| 33,508 | 40,401 | ... | ... | 77,039 | 65,759 | 1,88,439 | 1,75,713 | 2,68,695 | 2,62,180 | 60,365 | 58,028 | 2 |
| 15,334 | 14,330 | ... | ... | 36,364 | 40,599 | 86,697 | 83,789 | 521,734 | 386,618 | 19,028 | 18,591 | 3 |
| 35,213 | 38,557 | ... | ... | 98,266 | 1,03,377 | 2,22,915 | 2,34,019 | 3,96,992 | 3,81,142 | 80,266 | 75,067 | 4 |
| 6,440 | 9,066 | ... | ... | 185,337 | 197,039 | 405,995 | 510,599 | 205,083 | 260,243 | 153,253 | 139,165 | 5 |
| 14,409 | 19,589 | ... | ... | 1,48,975 | 1,54,808 | 4,31,520 | 5,07,450 | 3,65,207 | 4,07,763 | 2,03,619 | 1,73,626 | 6 |
| 2,374,806 | 2,032,184 | ... | ... | 3,183,240 | 3,176,686 | 8,710,632 | 8,343,789 | 8,508,527 | 7,703,123 | 991,095 | 893,798 | 7 |
| 11,63,057 | 10,56,157 | ... | ... | 18,11,547 | 17,32,344 | 51,36,388 | 49,14,286 | 22,88,567 | 23,90,237 | 7,94,929 | 7,09,545 | 8 |
| 2,400,128 | 2,059,197 | ... | ... | 3,417,785 | 3,427,027 | 9,229,248 | 8,960,446 | 9,291,426 | 8,399,427 | 1,170,293 | 1,056,529 | 9 |
| 12,51,187 | 11,54,707 | ... | ... | 21,35,827 | 20,56,288 | 59,79,882 | 58,31,468 | 33,19,461 | 34,41,322 | 11,39,179 | 10,16,266 | 10 |
| 75,685 | 69,688 | ... | ... | 1,49,208 | 1,70,863 | 4,39,847 | 6,84,115 | 8,25,045 | 7,26,226 | 1,96,914 | 1,32,964 | 11 |
| 26,942 | 35,494 | ... | ... | 89,908 | 95,272 | 2,64,317 | 2,70,347 | 2,61,731 | 2,28,198 | 1,02,226 | 85,138 | 12 |
| 13,53,814 | 12,59,889 | ... | ... | 24,22,772 | 23,85,702 | 66,84,046 | 67,85,930 | 44,06,237 | 43,95,746 | 14,38,319 | 12,34,368 | 13 |
| 418,976 | 343,080 | ... | ... | 676,253 | 441,382 | 1,543,776 | 1,159,033 | 1,416,700 | 905,490 | 540,607 | 331,585 | 14 |
| 12,40,294 | 11,45,850 | ... | ... | 29,75,765 | 19,31,324 | 93,95,214 | 79,70,805 | 1,32,86,602 | 99,77,959 | 49,13,266 | 28,58,843 | 15 |
| 4·22 | 4·20 | ... | ... | 6·10 | 6·25 | 5·58 | 6·14 | 7·21 | 7·94 | ‖6·76 | ‖6·38 | 16 |
| 86,373 | 124,812 | ... | ... | 49,129 | 52,632 | 109,588 | 100,479 | 221,585 | 181,204 | 49,909 | 48,568 | 17 |
| 2,31,368 | 3,61,645 | ... | ... | 1,64,394 | 1,86,982 | 2,52,423 | 2,58,113 | 5,80,103 | 4,55,411 | 1,79,958 | 1,52,440 | 18 |
| 3·00 | 3·09 | ... | ... | 2·77 | 2·81 | 2·52 | 2·55 | 2·28 | 2·42 | 2·47 | 2·51 | 19 |
| 152 | 130 | ... | ... | 1,499 | 2,300 | 11,703 | 10,425 | 3,722 | 3,470 | 414 | 190 | 20 |
| 7,135 | 3,425 | ... | ... | 18,960 | 37,486 | 2,09,986 | 2,50,248 | 99,055 | 83,617 | 7,755 | 2,897 | 21 |
| 19·60 | 17·55 | ... | ... | 15·58 | 14·80 | 15·95 | 16·19 | 20·30 | 22·59 | 15·19 | 19·82 | 22 |
| 80,557 | 80,631 | ... | ... | 65,222 | 50,670 | 162,731 | 130,510 | 27,179 | 17,284 | 6,456 | 11,053 | 23 |
| 62,747 | 66,316 | ... | ... | 39,353 | 26,413 | 1,14,282 | 92,216 | 39,702 | 17,154 | 16,158 | 16,664 | 24 |
| 2·41 | 2·42 | ... | ... | 2·78 | 3·14 | 2·48 | 2·62 | 2·00 | 2·00 | 2·47 | 2·52 | 25 |
| 611,920 | 596,714 | ... | ... | 1,048,431 | 733,095 | 2,452,678 | 2,073,749 | 1,797,819 | 1,189,446 | 613,104 | 597,495 | 26 |
| 15,84,998 | 16,22,968 | 2,18,498 | 2,19,682 | 32,99,806 | 22,74,234 | 1,05,01,563 | 90,95,503 | 1,44,01,619 | 1,08,57,764 | 51,70,291 | 32,89,209 | 27 |
| 3·85 | 3·75 | ... | ... | 5·63 | 5·61 | 5·25 | 5·60 | 6·50 | 7·15 | ‖6 36 | ‖6·10 | 28 |
| 8,059 | 7,360 | ... | ... | 16,380 | 13,083 | 48,063 | 50,689 | 37,107 | 34,512 | 15,531 | 11,450 | 29 |
| 1,47,772 | 63,237 | 52,962 | 41,814 | 6,38,829 | 6,24,811 | 4,98,241 | 4,22,918 | 3,35,380 | 1,60,922 | 71,698 | 85,996 | 30 |
| 30,94,643 | 29,53,454 | 2,71,460 | 2,61,496 | 63,77,787 | 52,97,830 | 1,77,31,913 | 1,63,55,040 | 1,91,80,343 | 1,54,48,944 | 66,95,839 | 46,21,023 | 31 |
| 17,35,109 | 16,58,193 | 1,87,442 | 1,72,217 | 31,59,680 | 28,43,968 | 97,81,254 | 98,91,465 | 93,79,184 | 87,99,349 | 26,59,233 | 27,04,686 | 32 |
| 13,59,534 | 12,95,261 | 84,018 | 89,279 | 32,18,107 | 24,53,862 | 79,50,659 | 64,63,575 | 98,01,159 | 66,49,595 | 40,36,606 | 19,16,337 | 33 |

‡ Open only for goods traffic, details of which are not furnished. § Details exclude Hardwar-Dehra railway for which information is not available.
‖ Excluding Gwalior Light railway.

P. T. O.

## Appendix 44.
Earnings under different heads.

## APPEN

*Gross earnings under different heads on each*

(Referred to in paragraphs

| Serial No. | | | GAUGE. | 5′ 6″ | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | CLASS : No. | 10 Bombay, Baroda and Central India system. | | | | 11 | |
| | | | Railway. | B. B. and C. I. (a) to (d) and (j) and (k) | | Rajputana-Malwa. (e) to (i). | | Nizam's Guaranteed State. | |
| | | | Particulars. | 1st half. | 2nd half. | 1st half | 2nd half. | 1st half. | 2nd half. |
| | | | **COACHING.** | | | | | | |
| 1 | 1st class | Number | | 82,127 | 66,507 | 10,337 | 10,484 | 4,451 | 4,729 |
| 2 | | Earnings | Rs. | 85,296 | 68,639 | 69,744 | 52,431 | 28,330 | 29,715 |
| 3 | 2nd class | Number | | 773,073 | 657,793 | 36,064 | 39,360 | 21,432 | 27,701 |
| 4 | | Earnings | Rs. | 2,68,433 | 2,41,907 | 97,942 | 1,05,201 | 41,481 | 62,120 |
| 5 | 3rd or Intermediate class | Number | | 197,030 | 207,374 | 1,29,257 | 146,102 | 124,558 | 121,580 |
| 6 | | Earnings | Rs. | 3,23,863 | 3,53,029 | 1,37,911 | 1,53,618 | 59,886 | 54,390 |
| 7 | 4th or lowest class | Number | | 8,237,518 | 7,627,970 | 5,297,388 | 5,443,960 | 702,478 | 886,685 |
| 8 | | Earnings | Rs. | 17,62,705 | 17,24,432 | 26,16,778 | 26,40,135 | 3,57,037 | 4,69,680 |
| 9 | Totals passengers | Number | | 9,289,738 | 8,559,844 | 5,473,046 | 5,639,906 | 852,919 | 1,040,695 |
| 10 | | Earnings | Rs. | 24,40,297 | 23,88,007 | 29,22,375 | 29,51,385 | 4,86,734 | 6,15,905 |
| 11 | Parcels and luggage | Earnings | Rs. | 3,26,426 | 3,16,900 | 2,95,960 | 3,00,174 | 57,042 | 61,875 |
| 12 | Other coaching traffic | Earnings | Rs | 44,625 | 46,251 | 89,050 | 1,04,129 | 32,939 | 15,821 |
| 13 | Total Coaching traffic | Earnings | Rs. | 28,11,348 | 27,51,162 | 33,07,385 | 33,55,988 | 5,76,715 | 6,93,601 |
| | | | **GOODS.** | | | | | | |
| 14 | General merchandise | Tons | | 1,235,318 | 645,670 | 1,548,504 | 936,507 | 245,100 | 205,458 |
| 15 | | Earnings | Rs. | 73,80,583 | 45,51,363 | 1,31,73,853 | 83,46,273 | 17,68,972 | 14,07,466 |
| 16 | | Average rate per ton per mile, pies | | 8·14 | 8 28 | 6·68 | 6·59 | 7·97 | 9·01 |
| 17 | Coal for the public and owning railway. | Tons | | 96,684 | 111,755 | 81,751 | 111,248 | 235,152 | 239,161 |
| 18 | | Earnings | Rs. | 3,09,821 | 319,692 | 2,69,866 | 2,64,560 | 8,10,005 | 7,46,453 |
| 19 | | Average rate per ton per mile, pies | | 2·74 | 2 80 | 2·87 | 2·93 | 3·58 | 3·75 |
| 20 | Military stores | Tons | | 711 | 229 | 3,740 | 2,363 | 410 | 365 |
| 21 | | Earnings | Rs. | 12,096 | 7,988 | 43,493 | 27,951 | 8,132 | 8,034 |
| 22 | | Average rate per ton per mile, pies | | 18·78 | 21·36 | 18·71 | 15·31 | 23·72 | 24·70 |
| 23 | Railway materials for construction. | Tons | | 46,134 | 118,545 | 3,683 | 15,014 | 94,596 | 143,402 |
| 24 | | Earnings | Rs. | 42,172 | 67,893 | 15,944 | 34,163 | 73,977 | 46,337 |
| 25 | | Average rate per ton per mile, pies | | 2·78 | 3·69 | 2·80 | 3·01 | 3 73 | 5·46 |
| 26 | | Tons * | | 1,470,834 | 932,129 | 1,686,393 | 1,128,546 | 601,102 | 711,038 |
| 27 | Total Goods | Earnings † | Rs. | 80,05,899 | 52,04,680 | 1,37,65,475 | 90,40,067 | 26,80,283 | 22,51,766 |
| 28 | | Average rate per ton per mile, pies | | 7·38 | 7·28 | 6·62 | 6·27 | 5·70 | 6·05 |
| | | | **SUNDRIES.** | | | | | | |
| 29 | Electric telegraph | Earnings | Rs. | 31,457 | 23,410 | 43,866 | 37,761 | 10,213 | 12,381 |
| 30 | Steam boat and sundries | Earnings | Rs. | —1,07,039 | 1,71,051 | 2,21,861 | 1,43,970 | 48,366 | 58,200 |
| | | | **TOTAL.** | | | | | | |
| 31 | Grand total Earnings | | Rs. | 1,07,41,665 | 81,50,303 | 1,73,38,587 | 1,25,77,786 | 33,15,577 | 30,15,948 |
| 32 | Total working expenses | | Rs. | 56,55,280 | 44,04,060 | 68,21,380 | 66,61,749 | 15,50,678 | 12,79,047 |
| 33 | Net earnings | | Rs. | 50,86,385 | 37,46,243 | 1,05,17,207 | 59,16,037 | 17,64,899 | 17,36,901 |

* Including revenue stores but excluding live stock. † Including all other items not detailed above.

**DIX 44.—*continued.***

**Appendix 44.**
Earnings under different heads.

*railway (by systems) during each half-year of 1900.*

20 and 24 of Report.)

| | | 3' 3¾" | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | | 13 | | 14 | | 15 | | 16 | | 17 | | |
| Madras. | | Bengal-Dooars. | | Dibru-Sadiya. | | Assam-Bengal. | | Deoghur. § | | Bengal and North-Western. | | Serial No. |
| 1st half. | 2nd half. | 1st half. | 2nd half | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | |
| 14,123 | 13,211 | 273 | 371 | 1,901 | 1,874 | 1,867 | 2,063 | 1,050 | | 8,825 | 8,332 | 1 |
| 1,24,097 | 1,04,693 | 903 | 1,273 | 4,936 | 4,596 | 9,558 | 10,326 | 525 | | 24,109 | 22,301 | 2 |
| 70,793 | 66,018 | 759 | 708 | 1,522 | 1,411 | 4,777 | 4,453 | ... | | 12,940 | 15,778 | 3 |
| 1,65,101 | 1,42,916 | 1,293 | 1,244 | 2,039 | 1,815 | 9,673 | 9,537 | ... | | 20,002 | 22,241 | 4 |
| ... | ... | 679 | 843 | ... | ... | .... | 1,150 | ... | | 36,682 | 43,000 | 5 |
| ... | ... | 435 | 430 | ... | ... | .... | 1,167 | ... | | 25,618 | 29,025 | 6 |
| 4,593,617 | 4,417,166 | 85,321 | 132,553 | 143,276 | 129,903 | 800,224 | 732,308 | 230,963 | | 3,969,005 | 3,970,394 | 7 |
| 15,52,650 | 15,21,796 | 23,021 | 30,229 | 63,959 | 51,214 | 4,52,388 | 4,14,465 | 30,397 | | 14,73,871 | 13,78,068 | 8 |
| 4,678,533 | 4,496,395 | 87,032 | 134,475 | 146,699 | 132,288 | 806,868 | 739,974 | 232,013 | | 4,027,452 | 4,037,504 | 9 |
| 18,41,848 | 17,69,405 | 24,652 | 33,976 | 70,934 | 57,625 | 4,71,919 | 4,35,495 | 30,922 | | 14,93,600 | 14,51,635 | 10 |
| 2,87,610 | 2,38,108 | 4,053 | 4,043 | 6,303 | 5,757 | 22,708 | 19,190 | ... | | 64,786 | 53,262 | 11 |
| 80,674 | 68,920 | 624 | 909 | 5,853 | 5,001 | 14,472 | 14,478 | ... | | 37,875 | 30,968 | 12 |
| 22,10,132 | 20,76,438 | 29,329 | 38,028 | 83,090 | 68,383 | 5,09,099 | 4,69,163 | 30,922 | | 15,76,261 | 15,35,805 | 13 |
| 448,435 | 456,858 | 16,899 | 30,237 | 36,808 | 39,886 | 53,144 | 63,168 | 11,839 | | 613,803 | 330,873 | 14 |
| 29,59,463 | 29,34,634 | 64,733 | 1,62,355 | 1,69,472 | 1,88,661 | 2,09,040 | 2,68,535 | 3,837 | | 23,73,432 | 12,37,460 | 15 |
| 9·42 | 9·78 | 48·95 | 51·82 | ‡31·57 | ‡35·32 | 8·88 | 8·46 | ... | | 6·14 | 6·32 | 16 |
| 150,249 | 234,033 | 3,950 | 2,344 | 217,355 | 194,944 | 12,812 | 13,661 | ... | | 73,999 | 31,946 | 17 |
| 3,09,097 | 4,86,051 | 6,335 | 6,737 | 2,16,615 | 1,90,744 | 20,621 | 24,610 | ... | | 1,20,623 | 46,091 | 18 |
| 4·61 | 4·61 | 29·64 | 26·05 | ‡5·59 | ‡5·50 | 2·89 | 3·09 | ... | | 3·07 | 2·71 | 19 |
| 1,013 | 927 | ... | 13 | .. | ... | 18 | 126 | ... | | 1 | ... | 20 |
| 30,471 | 26,452 | ... | 35 | ... | ... | 394 | 687 | ... | | 14 | ... | 21 |
| 28·31 | 23·76 | ... | 18·46 | ... | ... | 21·79 | 24·25 | ... | | 25·51 | ... | 22 |
| 1,588 | 5,749 | 5,408 | 3,446 | ... | ... | 113,948 | 124,037 | ... | | 30,562 | 56,928 | 23 |
| 10,854 | 21,507 | 3,741 | 2,098 | ... | ... | 78,079 | 61,864 | ... | | 35,132 | 55,524 | 24 |
| 5·85 | 5·11 | 4·60 | 4·18 | ... | ... | 1·63 | 1·52 | ... | | 2·22 | 2·81 | 25 |
| 716,332 | 792,919 | 26,436 | 36,572 | 256,696 | 236,909 | 180,814 | 203,136 | 11,839 | | 767,164 | 480,020 | 26 |
| 34,41,476 | 35,47,192 | 75,184 | 1,73,738 | 3,89,502 | 3,80,773 | 3,12,595 | 3,59,718 | 3,837 | | 26,04,400 | 14,02,215 | 27 |
| 8·54 | 8·40 | 31·05 | 44·12 | ‡9·13 | ‡9·68 | 3·97 | 4·43 | ... | | 5·71 | 5·52 | 28 |
| 7,909 | 6,982 | 277 | 245 | 6,016 | 5,481 | 6,716 | 6,568 | ... | | 18,828 | 11,906 | 29 |
| 1,18,625 | 1,06,505 | 20,148 | 11,971 | 18,127 | 15,199 | 21,934 | 24,161 | 141 | | 4,79,985 | 3,97,667 | 30 |
| 57,78,142 | 57,37,112 | 1,24,938 | 2,23,982 | 4,96,735 | 4,69,836 | 8,50,344 | 8,59,610 | 34,900 | | 46,99,474 | 33,47,533 | 31 |
| 30,07,692 | 29,69,008 | 77,331 | 77,648 | 2,56,315 | 2,29,894 | 6,27,048 | 7,18,543 | 27,524 | | 20,10,831 | 19,46,892 | 32 |
| 27,70,450 | 27,68,104 | 47,607 | 1,46,334 | 2,40,420 | 2,39,942 | 2,23,296 | 1,41,067 | 7,376 | | 26,88,643 | 14,00,641 | 33 |

‡ Excluding Ledo and Tikak-Margherita colliery. § Yearly figures are shown.

P. T. O.

## Appendix 44.
Earnings under different heads.

## APPEN

*Gross earnings under different heads on each*

(Referred to in paragraphs

| Serial No. | GAUGE. | | 3' 3½" | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CLASS: No. | | 18 | | 19 | | 20 | |
| | Railway. | | Rohilkund and Kumaon. | | Jodhpur and Bikaner. | | Udaipur-Chitor. | |
| | Particulars. | | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. |
| | **COACHING.** | | | | | | | |
| 1 | 1st class | Number | 2,235 | 2,366 | 536 | 443 | 256 | 186 |
| 2 | | Earnings Rs. | 14,650 | 16,995 | 4,330 | 2,831 | 1,417 | 1,391 |
| 3 | 2nd class | Number | 8,043 | 7,865 | 3,552 | 3,530 | 465 | 629 |
| 4 | | Earnings Rs. | 28,635 | 27,695 | 7,442 | 7,408 | 1,181 | 1,759 |
| 5 | 3rd or Intermediate class | Number | 5,938 | 5,520 | ... | ... | 998 | 1,398 |
| 6 | | Earnings Rs | 4,934 | 4,754 | ... | ... | 763 | 1,179 |
| 7 | 4th or lowest class | Number | 627,120 | 558,917 | 402,219 | 376,242 | 87,566 | 78,393 |
| 8 | | Earnings Rs. | 2,43,588 | 2,15,603 | 2,28,141 | 2,06,200 | 38,261 | 36,051 |
| 9 | Total passengers | Number | 643,336 | 574,668 | 406,307 | 380,265 | 89,285 | 80,506 |
| 10 | | Earnings Rs | 2,91,807 | 2,65,047 | 2,39,913 | 2,16,439 | 41,622 | 40,380 |
| 11 | Parcels and luggage | Earnings Rs. | 24,674 | 24,688 | 21,076 | 20,415 | 2,493 | 2,585 |
| 12 | Other coaching traffic | Earnings Rs | 16,358 | 16,214 | 6,614 | 10,250 | 1,486 | 1,175 |
| 13 | Total Coaching traffic | Earnings Rs. | 3,32,839 | 3,05,949 | 2,67,603 | 2,47,104 | 45,601 | 44,140 |
| | **GOODS.** | | | | | | | |
| 14 | General merchandise | Tons | 192,201 | 123,900 | 177,091 | 106,476 | 33,747 | 20,212 |
| 15 | | Earnings Rs. | 4,91,418 | 3,15,877 | 7,86,758 | 3,67,458 | 1,47,618 | 67,809 |
| 16 | | Average rate per ton per mile, pies | 7·05 | 6·61 | 9·51 | 6·48 | 16·70 | 12·30 |
| 17 | Coal for the public and owning railway. | Tons | 229 | 334 | 7,852 | 12,326 | 65 | 290 |
| 18 | | Earnings Rs. | 273 | 495 | 14,486 | 22,199 | 103 | 492 |
| 19 | | Average rate per ton per mile, pies | 3·86 | 3·15 | 4·60 | 3·81 | 5·68 | 4·67 |
| 20 | Military stores | Tons | 159 | 34 | 9 | 13 | 3 | 5 |
| 21 | | Earnings Rs | 1,366 | 288 | 127 | 149 | 30 | 66 |
| 22 | | Average rate per ton per mile, pies | 24·13 | 21·06 | 30·56 | 30·11 | 33·28 | 32·94 |
| 23 | Railway materials for construction. | Tons | 4,117 | 1,848 | 47,558 | 31,995 | 288 | 152 |
| 24 | | Earnings Rs. | 2,192 | 2,198 | 35,299 | 19,486 | 342 | 143 |
| 25 | | Average rate per ton per mile, pies | 2·45 | 2·45 | 2·30 | 2·35 | 2·72 | 2·72 |
| 26 | Total Goods | Tons * | 215,572 | 138,710 | 234,007 | 151,824 | 34,140 | 20,981 |
| 27 | | Earnings † Rs. | 5,16,918 | 3,32,719 | 8,47,700 | 4,16,172 | 1,51,178 | 74,675 |
| 28 | | Average rate per ton per mile, pies | 6·84 | 6·34 | 8·30 | 5·83 | 16·81 | 12·24 |
| | **SUNDRIES.** | | | | | | | |
| 29 | Electric telegraph | Earnings Rs. | 4,896 | 3,346 | 21,281 | 19,655 | 963 | 740 |
| 30 | Steam boat and sundries | Earnings Rs. | 86,898 | 1,07,808 | 1,287 | 1,336 | 299 | 332 |
| | **TOTAL.** | | | | | | | |
| 31 | Grand total earnings | Rs | 9,41,551 | 7,49,822 | 11,37,871 | 6,84,267 | 1,98,041 | 1,19,887 |
| 32 | Total working expenses | Rs. | 4,32,298 | 3,82,371 | 3,98,808 | 4,10,333 | 70,433 | 61,793 |
| 33 | Net earnings | Rs. | 5,09,253 | 3,67,451 | 7,39,063 | 2,73,934 | 1,27,608 | 58,094 |

* Including revenue stores but excluding live stock. † Including all other items not detailed above.

**DIX 44**—*continued.*

**Appendix 44.**
Earnings under different heads.

*railway (by systems) during each half-year of 1900.*

20 and 24 of Report.)

| 3′ 3⅜″ | | | | | | | | 2′ 6″ | | Serial No. |
|---|---|---|---|---|---|---|---|---|---|---|
| 21 | | 22 | | 24 | | 25 | | 26 | | |
| Bhávnagar-Gondal-Junágad-Porbándar | | Southern Mahratta. | | South Indian. ‡ | | Burma. | | Morvi. | | |
| 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | |
| 3,485 | 3,237 | 9,326 | 7,652 | 12,313 | 14,233 | 13,831 | 14,459 | 708 | 859 | 1 |
| 9,478 | 8,252 | 51,323 | 42,298 | 42,957 | 40,464 | 57,578 | 57,476 | 2,956 | 3,981 | 2 |
| 24,863 | 24,421 | 41,048 | 27,314 | 52,504 | 49,337 | 113,994 | 101,885 | 4,181 | 4,509 | 3 |
| 30,205 | 28,593 | 89,667 | 62,462 | 80,001 | 73,690 | 1,20,515 | 1,17,027 | 8,824 | 9,882 | 4 |
| 23,850 | 18,795 | ... | ... | ... | ... | ... | ... | ... | ... | 5 |
| 21,155 | 17,889 | ... | ... | ... | ... | ... | ... | ... | ... | 6 |
| 8,96,429 | 8,41,526 | 2,631,932 | 2,673,098 | 6,727,542 | 6,302,345 | 5,499,996 | 5,101,646 | 147,024 | 135,878 | 7 |
| 4,23,769 | 3,88,478 | 11,54,571 | 11,15,493 | 23,34,051 | 21,82,209 | 24,96,024 | 20,23,687 | 94,535 | 96,173 | 8 |
| 9,48,627 | 8,87,979 | 2,682,306 | 2,708,064 | 6,792,359 | 6,365,915 | 5,627,821 | 5,217,990 | 151,913 | 141,246 | 9 |
| 4,84,607 | 4,43,282 | 12,95,561 | 12,20,253 | 24,57,009 | 22,96,363 | 26,74,117 | 21,98,190 | 1,06,315 | 1,10,036 | 10 |
| 28,238 | 21,906 | 1,38,442 | 1,23,754 | 98,564 | 89,455 | 74,701 | 80,132 | 7,233 | 7,805 | 11 |
| 17,612 | 20,203 | 61,681 | 63,601 | 46,333 | 50,169 | 51,096 | 53,959 | 4,757 | 5,979 | 12 |
| 5,30,457 | 4,85,321 | 14,95,684 | 14,07,668 | 26,01,906 | 24,35,987 | 27,99,914 | 23,32,281 | 1,18,305 | 1,23,820 | 13 |
| 2,23,974 | 114,351 | 466,067 | 375,230 | 391,801 | 428,307 | 551,209 | 435,146 | 29,028 | 18,675 | 14 |
| 8,43,282 | 4,03,835 | 29,73,930 | 21,67,376 | 18,03,654 | 19,57,514 | 28,50,887 | 23,13,742 | 1,01,051 | 61,368 | 15 |
| 12·24 | 12·13 | 6·69 | 7·43 | 9·37 | 9·55 | 7·84 | 8·01 | 10·90 | 9·90 | 16 |
| 5,639 | 8,261 | 21,850 | 29,865 | 16,535 | 23,021 | 27,124 | 34,899 | 679 | 268 | 17 |
| 9,820 | 13,328 | 1,07,620 | 1,68,127 | 20,405 | 26,246 | 54,769 | 52,145 | 2,290 | 626 | 18 |
| 5·04 | 4·14 | 2·86 | 2·83 | 3·68 | 2·92 | 2·70 | 2·88 | 9·69 | 7·45 | 19 |
| 1 | 3 | 722 | 517 | 91 | 118 | 432 | 307 | 24 | 10 | 20 |
| 9 | 55 | 7,676 | 5,619 | 1,426 | 4,193 | 10,936 | 7,974 | 205 | 103 | 21 |
| 29·49 | 27·79 | 21·78 | 17·54 | 22·58 | 23·09 | 16·26 | 16·97 | 22·22 | 26·60 | 22 |
| 302 | 312 | 6,823 | 2,355 | 119,101 | 62,012 | 62,910 | 65,725 | 179 | 32 | 23 |
| 356 | 478 | 7,531 | 4,167 | 18,683 | 10,266 | 81,531 | 79,963 | 227 | 43 | 24 |
| 5·82 | 4·26 | 2·12 | 2·79 | 2·28 | 2·48 | 2·22 | 2·30 | 9·71 | 11·26 | 25 |
| 2,30,543 | 126,080 | 531,911 | 464,094 | 865,399 | 792,635 | 670,654 | 584,457 | 30,064 | 19,149 | 26 |
| 8,60,607 | 4,24,424 | 31,63,387 | 24,25,348 | 18,97,640 | 20,51,065 | 31,29,408 | 25,77,948 | 1,07,883 | 65,812 | 27 |
| 12·09 | 11·18 | 6·26 | 6·35 | 8·53 | 8·80 | 7·11 | 6·97 | 11·24 | 10·15 | 28 |
| 9,995 | 8,466 | 16,005 | 13,195 | 12,805 | 12,303 | 13,252 | 12,809 | 3,726 | 3,081 | 29 |
| 21,374 | 22,457 | 91,168 | 76,121 | 70,432 | 66,731 | 53,515 | 1,10,820 | 363 | 318 | 30 |
| 14,22,433 | 9,40,668 | 47,66,244 | 39,22,272 | 45,82,783 | 45,66,086 | 59,96,089 | 50,33,858 | 2,30,277 | 1,93,031 | 31 |
| 6,16,913 | 5,70,678 | 28,19,168 | 28,09,361 | 22,94,530 | 23,49,586 | 30,24,593 | 31,10,531 | 1,27,056 | 1,37,458 | 32 |
| 8,05,520 | 3,69,990 | 19,47,076 | 11,12,911 | 22,88,253 | 22,16,500 | 29,71,496 | 19,23,327 | 1,03,221 | 55,573 | 33 |

‡ Excluding Pondicherry railway for which information is not available.

**Appendix 44.**
Earnings under different heads.

**APPEN**

*Gross earnings under different heads on each*

(Referred to in parragraphs

| Serial No. | GAUGE. | | 2′ 6″ | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CLASS: No. | | 27 | | 28 | | 29 | |
| | Railway. | | Bársi. | | Tárakeshwar-Magrá. | | Ranaghat-Krishnagar. | |
| | Particulars. | | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. |
| | **COACHING.** | | | | | | | |
| 1 | 1st class | Number | ... | ... | ... | ... | ... | 302 |
| 2 | | Earnings Rs. | ... | ... | ... | ... | ... | 356 |
| 3 | 2nd class | Number | 400 | 303 | ... | ... | ... | ... |
| 4 | | Earnings Rs. | 922 | 802 | ... | ... | ... | ... |
| 5 | 3rd or Intermediate class | Number | ... | ... | ... | ... | ... | 11,659 |
| 6 | | Earnings Rs. | ... | ... | ... | ... | ... | 4,146 |
| 7 | 4th or Lowest class | Number | 32,833 | 31,705 | 193,927 | 199,220 | 121,654 | 104,549 |
| 8 | | Earnings Rs. | 10,620 | 10,232 | 32,616 | 34,055 | 32,694 | 27,473 |
| 9 | Total passengers | Number | 33,233 | 32,008 | 193,927 | 199,220 | 121,654 | 116,510 |
| 10 | | Earnings Rs. | 11,542 | 11,034 | 32,616 | 34,055 | 32,694 | 31,975 |
| 11 | Parcels and luggage | Earnings Rs. | 869 | 823 | ... | ... | ... | ... |
| 12 | Other coaching traffic | Earnings Rs. | 45 | 40 | ... | ... | 650 | 1,535 |
| 13 | Total Coaching traffic | Earnings Rs. | 12,456 | 11,897 | 32,616 | 34,055 | 33,344 | 33,510 |
| | **GOODS.** | | | | | | | |
| 14 | General merchandise | Tons | 27,257 | 13,549 | ... | ... | ... | ... |
| 15 | | Earnings Rs. | 65,601 | 31,159 | ... | ... | ... | ... |
| 16 | | Average rate per ton per mile, pies | 21·01 | 20·14 | ... | ... | ... | ... |
| 17 | Coal for the public and owning railway. | Tons | ... | ... | ... | ... | ... | ... |
| 18 | | Earnings Rs. | ... | ... | ... | ... | ... | ... |
| 19 | | Average rate per ton per mile, pies | ... | ... | ... | ... | ... | ... |
| 20 | Military stores | Tons | 4 | 1 | ... | ... | ... | ... |
| 21 | | Earnings Rs. | 17 | 3 | ... | ... | ... | ... |
| 22 | | Average rate per ton per mile, pies | 34·75 | 30·32 | ... | ... | ... | ... |
| 23 | Railway materials for construction. | Tons | ... | ... | ... | ... | ... | ... |
| 24 | | Earnings Rs. | ... | ... | ... | ... | ... | ... |
| 25 | | Average rate per ton per mile, pies | ... | ... | ... | ... | ... | ... |
| 26 | Total Goods | Tons* | 27,261 | 13,541 | 4,250 | 4,766 | ... | ... |
| 27 | | Earnings† Rs. | 65,947 | 30,924 | 4,130 | 5,003 | 1,156 | 563 |
| 28 | | Average rate per ton per mile, pies | 21·01 | 20·14 | ... | ... | ... | ... |
| | **SUNDRIES.** | | | | | | | |
| 29 | Electric telegraph | Earnings Rs. | 184 | 147 | 170 | 141 | ... | ... |
| 30 | Steam boat and sundries | Earnings Rs. | 1,589 | 1,296 | 285 | 194 | 535 | 194 |
| | **TOTAL.** | | | | | | | |
| 31 | Grand total earnings | Rs. | 80,176 | 44,264 | 37,201 | 39,393 | 35,035 | 34,267 |
| 32 | Total working expenses | Rs. | 43,800 | 38,200 | 27,166 | 28,468 | 26,390 | 23,470 |
| 33 | Net earnings | Rs. | 36,376 | 6,064 | 10,035 | 10,925 | 8,645 | 10,797 |

* Including revenue stores but excluding live stock. † Including all other items not

**DIX 44—*concluded.***

***railway (by systems) during each half-year of 1900.***

20 and 24 of Report).

| 2′ 6″ | | | | 2′ 0″ | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30 | | 31 | | 32 | | 33 | | 34 | | 35 | | Serial No. |
| Tezpur-Bálipara. | | Cherra-Companyganj. ‡ | | Darjeeling-Himalayan. | | Howrah-Amta. | | Howrah-Sheakhalla. | | Jorhat. | | |
| 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | |
| ... | ... | ... | ... | 2,501 | 2,198 | 207 | 212 | 223 | 170 | ... | ... | 1 |
| ... | ... | ... | ... | 29,363 | 26,837 | 272 | 243 | 233 | 193 | ... | ... | 2 |
| ... | ... | ... | ... | 5,588 | 5,223 | ... | ... | ... | ... | ... | ... | 3 |
| ... | ... | ... | ... | 32,825 | 31,195 | ... | ... | ... | ... | ... | ... | 4 |
| ... | ... | ... | ... | ... | ... | 15,017 | 12,991 | 6,058 | 6,110 | ... | ... | 5 |
| ... | ... | ... | ... | ... | ... | 6,084 | 5,084 | 1,886 | 1,885 | ... | ... | 6 |
| 73,632 | 71,244 | ... | ... | 25,142 | 23,930 | 390,586 | 353,427 | 144,129 | 142,135 | 32,397 | 27,965 | 7 |
| 19,925 | 19,022 | ... | ... | 51,200 | 48,871 | 1,20,900 | 1,06,676 | 33,300 | 32,497 | 6,664 | 5,607 | 8 |
| 73,632 | 71,244 | ... | ... | 33,231 | 31,351 | 405,810 | 366,630 | 150,510 | 148,415 | 32,397 | 27,965 | 9 |
| 19,925 | 19,022 | ... | ... | 1,13,388 | 1,06,903 | 1,27,256 | 1,12,008 | 35,419 | 34,575 | 6,664 | 5,607 | 10 |
| ... | ... | ... | ... | 28,548 | 32,565 | ... | ... | ... | ... | ... | ... | 11 |
| ... | ... | ... | ... | 7,266 | 8,812 | 680 | 666 | 336 | 310 | ... | ... | 12 |
| 19,925 | 19,022 | ... | ... | 1,49,202 | 1,48,280 | 1,27,936 | 1,12,674 | 35,755 | 34,885 | 6,664 | 5,607 | 13 |
| ... | ... | ... | ... | 18,617 | 12,969 | ... | ... | ... | ... | ... | ... | 14 |
| ... | ... | ... | ... | 2,48,214 | 2,04,632 | ... | ... | ... | ... | ... | ... | 15 |
| ... | ... | ... | ... | 57·94 | 68·67 | ... | ... | ... | ... | ... | ... | 16 |
| ... | ... | ... | ... | 3,171 | 1,982 | ... | ... | ... | ... | ... | ... | 17 |
| ... | ... | ... | ... | 20,039 | 12,877 | ... | ... | ... | ... | ... | ... | 18 |
| ... | ... | ... | ... | 37·31 | 39·52 | ... | ... | ... | ... | ... | ... | 19 |
| ... | ... | ... | ... | 51 | 50 | ... | ... | ... | ... | ... | ... | 20 |
| ... | ... | ... | ... | 1,362 | 1,611 | ... | ... | ... | ... | ... | ... | 21 |
| ... | ... | ... | ... | 113·65 | 127·55 | ... | ... | ... | ... | ... | ... | 22 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 23 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 24 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 25 |
| 3,084 | 5,936 | 4,808 | ... | 22,800 | 15,239 | ... | ... | ... | ... | 7,383 | 8,137 | 26 |
| 16,692 | 33,438 | 4,232 | 619 | 2,75,498 | 2,25,566 | 7,602 | 7,516 | 1,694 | 3,552 | 32,206 | 40,968 | 27 |
| ... | ... | ... | ... | 55·94 | 67 57 | ... | ... | ... | ... | 57·69 | 73·98 | 28 |
| 1,112 | 783 | ... | ... | 1,848 | 1,506 | ... | ... | ... | ... | 242 | 184 | 29 |
| 2,118 | 2,891 | ... | ... | 3,261 | 3,997 | 273 | 417 | 72 | 61 | 616 | 208 | 30 |
| 39,847 | 56,134 | 4,232 | 619 | 4,29,809 | 3,79,349 | 1,35,811 | 1,20,607 | 37,521 | 38,498 | 39,728 | 46,967 | 31 |
| 32,624 | 37,560 | 22,779 | 7,293 | 2,42,841 | 2,04,478 | 70,297 | 63,017 | 25,704 | 23,491 | 53,372 | 48,987 | 32 |
| 7,223 | 18,574 | —18,547 | —6,674 | 1,86,968 | 1,74,871 | 65,514 | 57,590 | 11,817 | 15,007 | —13,644 | —2,020 | 33 |

detailed above. ‡ Closed to traffic from 25th March 1900 and since abandoned.

Appendix 45.
Expenses under different heads.



*Working expenses under different heads of each railway*

(Referred to in paragraph

| | No. | GAUGE. | 5′ 6″ | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CLASSIFICATION NUMBER. | 1 | | 2 | | 3 | | 4 | |
| | | Railway. | East Indian. | | Eastern Bengal State. | | Bengal Central. | | Bengal-Nágpur. | |
| | | Particulars. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. |
| Engineering. | 1 | General Superintendence . . . Rs. | 3,69,053 | 3,88,203 | 1,42,227 | 1,52,301 | 11,758 | 13,181 | 1,23,941 | 1,43,814 |
| | 2 | Maintenance of Permanent-way. Wages . ,, | 4,62,357 | 5,08,121 | 2,24,788 | 2,35,635 | 19,785 | 20,928 | 1,99,598 | 2,03,368 |
| | | Maintenance of Permanent-way. Materials ,, | 10,63,247 | 13,86,711 | 4,31,655 | 2,74,246 | 45,647 | 46,136 | 1,15,738 | 66,082 |
| | 3 | Repairs of bridges, etc. . . . . ,, | 2,23,788 | 2,47,475 | 93,541 | 1,07,971 | 3,428 | 3,163 | 49,526 | 49,937 |
| | 4 | Conservancy of rivers . . . . . ,, | ... | ... | 20 | ... | 33 | 432 | ... | ... |
| | 5 | Repairs of stations and buildings . . ,, | 4,70,123 | 6,50,809 | 1,88,420 | 1,32,557 | 7,806 | 10,921 | 1,17,161 | 66,541 |
| | 6 | TOTAL* ,, | 29,10,752 | 34,73,045 | §11,55,121 | §9,80,514 | 89,768 | 99,770 | 6,25,515 | 5,94,305 |
| Locomotive. | 7 | General Superintendence . . . . ,, | 2,80,049 | 2,84,327 | 71,907 | 75,724 | 6,756 | 6,735 | 79,338 | 86,300 |
| | 8 | Wages of drivers and firemen, fuelling, cleaning engines, etc. . . . . ,, | 10,29,571 | 10,40,859 | 1,91,919 | 1,98,898 | 13,059 | 15,467 | 2,40,735 | 1,93,522 |
| | 9 | Fuel . . . . . ,, | 4,71,176 | 4,41,268 | 2,43,476 | 3,12,511 | 25,433 | 35,489 | 2,06,833 | 1,48,481 |
| | 10 | Water . . . . . ,, | 49,443 | 48,403 | 16,899 | 19,225 | 1,544 | 2,001 | 23,789 | 20,126 |
| | 11 | Oil, tallow and other stores . . . ,, | 1,54,871 | 1,87,683 | 30,653 | 33,303 | 3,545 | 4,562 | 39,165 | 24,840 |
| | 12 | Maintenance and renewal of Loco. engines ,, | 10,95,261 | 10,35,598 | 2,02,234 | 1,60,737 | 16,301 | 7,674 | 1,35,704 | 1,25,110 |
| | | Maintenance and renewal of Machinery ,, | 89,125 | 1,09,026 | 28,716 | 33,800 | 1,459 | 467 | 10,314 | 7,897 |
| | 13 | TOTAL* ,, | 37,11,454 | 36,40,822 | §8,65,707 | §9,19,110 | 70,369 | 76,477 | 9,08,453 | 7,51,824 |
| Carriage and Wagon. | 14 | General Superintendence . . . . ,, | 65,853 | 74,048 | 37,791 | 39,674 | 3,313 | 3,322 | 16,280 | 18,232 |
| | 15 | Repairs and renewal of Coaching vehicles ,, | 2,67,258 | 2,68,253 | 1,22,048 | 1,04,052 | 1,678 | 11,020 | 30,147 | 30,059 |
| | | Repairs and renewal of Goods ,, ,, | 6,21,066 | 6,38,222 | 1,22,182 | 2,10,958 | —2,479 | 3,029 | 79,854 | 70,932 |
| | | Repairs and renewal of Machinery . ,, | 36,121 | 1,729 | 4,921 | 7,104 | 344 | 206 | 2,111 | 2,897 |
| | 16 | Cleaning and oiling . . . . . ,, | 78,030 | 73,866 | 37,396 | 39,994 | 2,489 | 5,585 | 50,835 | 53,973 |
| | 17 | TOTAL* ,, | 10,78,680 | 10,61,657 | §3,32,698 | §4,10,193 | 5,349 | 23,189 | 1,81,017 | 1,76,512 |
| Traffic. | 18 | General Superintendence . . . . ,, | 2,71,728 | 2,79,400 | 1,18,302 | 1,21,530 | 10,120 | 11,082 | 77,641 | 82,679 |
| | 19 | Station staff . . . . . ,, | 11,62,308 | 11,02,786 | 4,50,083 | 5,90,568 | 36,084 | 42,277 | 1,94,168 | 1,73,277 |
| | 20 | Train staff . . . . . ,, | 4,80,330 | 4,88,291 | 95,127 | 92,379 | 7,485 | 7,447 | 66,340 | 57,124 |
| | 21 | Fuel, lighting and general stores . . ,, | 2,21,609 | 2,37,731 | 77,903 | 82,190 | 6,857 | 8,391 | 49,912 | 49,561 |
| | 22 | Clothing . . . . . ,, | 28,256 | 23,691 | 6,444 | 7,254 | 585 | 110 | 628 | 7,583 |
| | 23 | Printing stationery and tickets . . ,, | 82,242 | 84,169 | 35,060 | 35,727 | 8,178 | 6,134 | 24,664 | 34,391 |
| | 24 | Charges for delivery and collection of goods ,, | 4,551 | 4,615 | 10,405 | 2,034 | ... | ... | 1,023 | 2,149 |
| | 25 | TOTAL* ,, | 23,02,702 | 22,58,655 | §8,15,054 | §9,60,299 | 72,405 | 78,114 | 4,52,412 | 4,40,569 |
| General. | 26 | Home expenditure or General administration ,, | 1,81,171 | 1,90,171 | 26,690 | ... | 19,309 | 19,138 | 1,00,429 | 94,628 |
| | 27 | Agent's Office . . . . . ,, | 53,345 | 92,552 | 45,047 | 42,322 | 13,028 | 12,793 | 36,764 | 42,306 |
| | 28 | Audit, accounts and pay office . . ,, | 2,22,882 | 2,30,783 | 93,132 | 93,332 | 15,710 | 15,990 | 80,197 | 81,539 |
| | 29 | Stores Department . . . . . ,, | 75,354 | 83,431 | 11,767 | 7,142 | 1,436 | 1,849 | 18,081 | 19,341 |
| | 30 | Medical Department . . . . ,, | 62,919 | 66,843 | 24,164 | 24,639 | 1,249 | 1,247 | 22,419 | 18,987 |
| | 31 | Rents and Miscellaneous . . . . ,, | 96,754 | 97,745 | 26,745 | 35,657 | 8,852 | 7,795 | 30,203 | 23,429 |
| | 32 | Police . . . . . ,, | 1,02,618 | 98,661 | 18,866 | 20,326 | 4,152 | 4,870 | 18,382 | 21,864 |
| | 33 | Advertising . . . . . ,, | 3,351 | 7,288 | 2,543 | 7,117 | 717 | 1,106 | 2,457 | 2,163 |
| | 34 | Electric telegraph . . . . . ,, | 2,63,049 | 2,84,896 | 1,12,477 | 1,14,652 | 9,414 | 9,693 | 91,820 | 1,01,348 |
| | 35 | TOTAL* ,, | 10,66,943 | 11,52,918 | §3,63,843 | §3,46,364 | 73,870 | 74,486 | 4,00,794 | 4,03,430 |
| Miscellaneous. | 36 | Law charges . . . . . ,, | 4,689 | 11,297 | 2,818 | 3,205 | 2,240 | 1,383 | 408 | 329 |
| | 37 | Compensation . . . . . ,, | 15,431 | 22,964 | 43,786 | 35,681 | 1,667 | 178 | 6,870 | 15,231 |
| | 38 | Rates and taxes . . . . . ,, | 47,594 | 47,175 | 17,006 | 16,712 | 1,598 | 827 | 4,394 | 2,184 |
| | 39 | Payments to other lines . . . . ,, | 4,97,624 | 4,51,862 | ... | 69,904 | 35,955 | 64,246 | 46,895 | 47,322 |
| | 40 | TOTAL* ,, | 6,69,524 | 6,05,345 | §1,66,733 | §1,92,090 | 44,309 | 74,614 | 1,86,116 | 1,41,226 |
| | | GRAND TOTAL WORKING EXPENSES† ,, | 1,20,59,644 | 1,25,09,210 | 39,37,313 | 40,94,290 | 3,56,070 | 4,26,650 | 27,54,307 | 25,07,866 |

* Includes all other items of expenditure not enumerated.
† Includes steam-boat service.
‡ Includes charges incurred direct by the States.

# DIX 45.

# Appendix 45.

Expenses under different heads.

*by systems during each half-year of 1900.*

30 of Report).

5′ 6″.

| 5 | | 6 | | 7 | | 8 | | 9 GREAT INDIAN PENINSULA SYSTEM. | | | | No. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| East Coast State. | | Calcutta Port Commissioners'. | | Oudh and Rohilkhand State. | | North Western State. | | Great Indian Peninsula (*a*) to (*e*). | | Indian Midland (*f*) to (*j*). | | |
| 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | |
| 1,01,729 | 1,05,122 | 4,326 | 5,216 | 1,29,703 | 1,50,833 | 4,61,765 | 5,00,145 | 2,30,721 | 2,25,287 | 98,540 | 94,853 | 1 |
| 1,52,556 | 1,52,863 | 6,527 | 5,435 | 1,34,100 | 1,48,715 | 7,80,724 | 7,45,922 | 4,48,493 | 4,15,744 | 1,61,153 | 1,58,871 | 2 |
| 53,063 | 33,803 | 4,612 | 3,709 | 1,89,478 | 2,26,351 | 1,44,017 | 4,55,828 | 1,08,424 | 4,51,164 | 96,716 | 1,77,633 | |
| 35,816 | 94,230 | 519 | 2,399 | 1,23,324 | 1,10,377 | 1,96,877 | 2,05,711 | 1,69,641 | 2,12,711 | 38,074 | 31,215 | 3 |
| ... | ... | ... | ... | 1,506 | 4,497 | 49,895 | 78,674 | ... | ... | ... | ... | 4 |
| 35,433 | 35,385 | 717 | 212 | 1,15,904 | 1,31,752 | 3,82,432 | 2,76,769 | 1,97,760 | 1,81,705 | 50,457 | 70,176 | 5 |
| 4,17,055 | 4,85,156 | 17,391 | 17,265 | 7,79,239 | 8,43,682 | 20,54,349 | 26,21,231 | 13,98,398 | 15,98,476 | ¶4,86,041 | ¶5,84,177 | 6 |
| 53,336 | 49,595 | ... | ... | 66,006 | 70,276 | 2,71,511 | 2,71,370 | 1,81,463 | 1,79,136 | 61,359 | 62,141 | 7 |
| 1,14,454 | 1,18,266 | 5,605 | 5,930 | 96,390 | 98,895 | 6,22,179 | 5,93,632 | 9,57,755 | 8,38,756 | 1,87,460 | 1,65,414 | 8 |
| 2,02,630 | 1,93,488 | 5,632 | 5,000 | 3,84,166 | 3,43,591 | 17,72,553 | 16,37,027 | 12,01,683 | 11,20,995 | 3,49,957 | 3,06,147 | 9 |
| 11,341 | 10,669 | ... | ... | 11,155 | 11,541 | 79,193 | 77,557 | 1,28,284 | 1,07,635 | 35,045 | 27,609 | 10 |
| 22,240 | 22,385 | 1,144 | 1,286 | 28,545 | 28,012 | 1,01,309 | 1,11,670 | 1,08,801 | 1,09,893 | 40,333 | 39,410 | 11 |
| 1,10,345 | 1,28,190 | 18,849 | 25,137 | 5,09,091 | 85,093 | 9,97,919 | 8,43,419 | 9,73,044 | 11,38,628 | 1,68,239 | 2,17,148 | 12 |
| 8,032 | 14,169 | 806 | 538 | 11,885 | 13,803 | 82,488 | 76,603 | 48,509 | 57,055 | 10,750 | 14,408 | |
| 5,93,735 | 5,33,477 | 32,036 | 37,890 | 12,13,045 | 7,51,135 | 42,41,582 | 39,28,649 | 41,81,738 | 38,03,302 | ¶‖10,55,891 | ¶‖10,19,150 | 13 |
| 13,350 | 12,387 | ... | ... | 14,474 | 15,025 | 53,934 | 49,335 | 55,899 | 51,293 | 22,688 | 23,051 | 14 |
| 36,664 | 46,634 | ... | ... | 58,553 | 56,841 | 3,08,059 | 2,76,525 | 3,71,553 | 3,25,442 | 70,088 | 79,215 | |
| 20,991 | 17,718 | 18,849 | 25,137 | 2,06,784 | 2,57,941 | 3,43,272 | 2,40,835 | 3,09,874 | 3,06,684 | 67,478 | 75,478 | 15 |
| 711 | 1,271 | 806 | 538 | 2,069 | 2,656 | 13,329 | 15,969 | 17,951 | 22,224 | 3,555 | 5,330 | |
| 20,669 | 16,750 | 2,160 | 2,222 | 33,968 | 33,202 | 1,36,203 | 1,25,115 | 1,26,870 | 1,29,942 | 29,148 | 34,248 | 16 |
| 99,218 | 93,885 | 21,815 | 27,897 | 3,17,249 | 3,67,331 | 8,66,685 | 7,23,366 | 9,67,820 | 8,39,182 | ¶1,94,293 | ¶2,18,251 | 17 |
| 56,203 | 56,366 | 10,639 | 14,708 | 68,958 | 74,513 | 2,14,786 | 2,12,005 | 1,62,260 | 1,37,590 | 53,906 | 55,286 | 18 |
| 1,30,487 | 1,12,133 | 78,603 | 52,380 | 2,40,710 | 2,50,062 | 8,00,790 | 7,92,071 | 7,51,629 | 7,20,460 | 1,35,553 | 1,30,622 | 19 |
| 39,274 | 37,731 | 5,067 | 6,224 | 74,194 | 79,489 | 2,54,542 | 2,58,502 | 4,23,473 | 3,88,782 | 50,405 | 48,541 | 20 |
| 29,515 | 20,436 | 997 | 817 | 55,249 | 65,598 | 1,55,419 | 1,87,887 | 1,83,090 | 1,88,339 | 44,043 | 45,879 | 21 |
| 7,304 | 4,559 | 371 | 841 | 4,863 | 9,728 | 14,232 | 38,890 | 26,850 | 28,364 | 3,700 | 3,053 | 22 |
| 30,737 | 17,216 | 2,153 | 3,732 | 23,891 | 29,966 | 53,956 | 60,470 | 63,417 | 67,514 | 18,284 | 24,843 | 23 |
| 1,530 | 1,318 | ... | ... | 879 | 1,299 | ... | ... | 6,250 | 5,264 | 140 | 221 | 24 |
| 3,19,771 | 2,56,167 | 97,830 | 78,702 | 4,86,554 | 5,29,915 | 15,27,851 | 15,67,183 | 16,64,453 | 15,60,419 | ¶3,46,733 | ¶3,52,609 | 25 |
| ... | ... | ... | ... | 16,512 | ... | 30,556 | ... | 53,529 | 1,27,709 | 65,521 | 67,207 | 26 |
| 24,084 | 23,184 | 6,359 | 5,106 | 23,342 | 27,830 | 59,504 | 67,995 | 88,044 | 50,031 | 28,813 | 28,320 | 27 |
| 65,787 | 67,616 | 1,000 | 1,000 | 76,847 | 77,036 | 1,91,602 | 1,94,711 | 1,75,863 | 1,71,794 | 64,419 | 65,276 | 28 |
| 22,865 | 19,268 | ... | ... | 16,744 | 18,283 | 51,993 | 53,769 | 55,521 | 52,069 | 22,982 | 21,487 | 29 |
| 10,082 | 10,680 | ... | ... | 12,146 | 12,765 | 45,806 | 48,572 | 33,649 | 32,719 | 9,332 | 9,501 | 30 |
| 13,233 | 9,805 | ... | 60 | 17,379 | 16,939 | 47,624 | 51,280 | 38,970 | 36,254 | 22,169 | 19,442 | 31 |
| 8,360 | 8,203 | ... | ... | 16,746 | 17,796 | 68,676 | 70,082 | 76,151 | 77,041 | 21,318 | 24,085 | 32 |
| 2,035 | 1,791 | ... | ... | 1,042 | 983 | 2,479 | 3,993 | 3,943 | 2,417 | 425 | 936 | 33 |
| 62,572 | 61,368 | 1,110 | 1,435 | 70,987 | 84,176 | 2,63,984 | 2,67,240 | 1,59,809 | 1,61,515 | 55,598 | 55,454 | 34 |
| 2,09,919 | 2,03,426 | 14,303 | 7,600 | 2,52,552 | 2,53,994 | 7,63,687 | 7,58,743 | ‡7,20,554 | 7,14,307 | ‡¶2,99,518 | ¶‡2,99,965 | 35 |
| 71 | 1,384 | ... | ... | 45 | −29 | 76 | 505 | 21,224 | 3,321 | 879 | 1,903 | 36 |
| 382 | 1,708 | 283 | 602 | 1,762 | 4,832 | 16,249 | 13,552 | 45,027 | 18,050 | 12,963 | 24,213 | 37 |
| 2,808 | 5,951 | 2,261 | 2,261 | 1,751 | 2,290 | 18,542 | 26,547 | 35,384 | 33,216 | 299 | 325 | 38 |
| 21,914 | 13,084 | 923 | ... | 55,744 | 45,025 | 72,824 | 53,979 | 1,26,752 | 62,732 | 2,04,517 | 1,11,419 | 39 |
| 56,043 | 52,271 | 4,067 | 2,863 | 1,11,041 | 97,911 | 3,00,059 | 2,68,119 | 4,46,222 | 2,83,663 | ‡¶2,76,757 | §¶2,30,532 | 40 |
| 17,35,109 | 16,58,193 | 1,87,442 | 1,72,217 | 31,59,680 | 28,43,968 | 91,81,254 | 98,91,465 | 93,79,184 | 87,99,349 | 26,59,233 | 27,04,686 | |

§ Including the Cooch Behar State railway, details for which are not given.
‖ Including the carriage and wagon expenses of the Gwalior Light railway as the figures cannot be separated.
¶ Including the Gwalior Light railway, details for which are not given.

P. T. O.

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**Appendix 45.**
Expenses under different heads.

**APPEN**

*Working expenses under different heads of each railway*

(Referred to in paragraph

| | No. | GAUGE. | 5′ 6″ | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | CLASSIFICATION NUMBER. | 10 | | | | 11 | |
| | | | BOMBAY, BARODA AND CENTAL INDIA SYSTEM. | | | | | |
| | | Railway. | Bombay, Baroda and Central India (*a*) to (*d*) and (*f*) and (*k*). | | Rajputana-Malwa (*e*) to (*i*). | | Nizam's Guaranteed State. | |
| | | Particulars. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. |
| Engineering. | 1 | General Superintendence . . . . Rs. | 1,23,262 | 1,43,493 | 1,91,587 | 1,86,453 | 54,655 | 52,843 |
| | 2 | Maintenance of permanent-way. Wages ,, | 2,11,589 | 2,61,793 | 3,42,140 | 2,91,955 | 59,574 | 62,184 |
| | | Materials ,, | 5,17,933 | 6,90,722 | 6,37,900 | 7,12,539 | 3,86,429 | 42,617 |
| | 3 | Repairs of bridges, etc. . . . . ,, | 4,53,914 | 3,76,272 | 1,00,140 | 62,855 | 36,436 | 13,813 |
| | 4 | Conservancy of rivers . . . . . ,, | ... | ... | ... | ... | 210 | ... |
| | 5 | Repairs of stations and buildings . . ,, | 1,11,496 | 1,45,658 | 1,04,801 | 90,925 | 20,209 | 19,075 |
| | 6 | TOTAL * . ,, | 15,13,582 | 12,57,520 | 15,10,396 | 19,16,811 | 6,55,185 | 3,50,127 |
| Locomotive. | 7 | General Superintendence . . . . ,, | 67,664 | 78,160 | 1,71,644 | 1,56,695 | 36,720 | 43,451 |
| | 8 | Wages of drivers and firemen, fuelling, cleaning engines, etc. ,, | 2,70,537 | 2,73,861 | 5,05,813 | 4,04,582 | 80,228 | 84,760 |
| | 9 | Fuel . . . . . ,, | 8,21,990 | 6,57,797 | 14,31,728 | 9,10,030 | 1,26,136 | 1,30,082 |
| | 10 | Water . . . . . ,, | 81,834 | 69,962 | 89,723 | 48,830 | 16,947 | 17,475 |
| | 11 | Oil, tallow and other stores . . . ,, | 76,011 | 72,235 | 59,389 | 56,442 | 15,911 | 18,438 |
| | 12 | Maintenance and renewal of Locomotive engines . ,, | 4,97,013 | 4,17,417 | 4,17,161 | 2,90,088 | 74,141 | 74,393 |
| | | Machinery . . . ,, | 31,939 | 38,126 | 21,122 | 24,239 | 8,977 | 7,136 |
| | 13 | TOTAL * . ,, | 19,11,584 | 15,02,142 | 29,16,621 | 23,27,352 | 3,91,934 | 4,12,759 |
| Carriage and Wagon. | 14 | General Superintendence . . . . ,, | 31,665 | 35,799 | 44,347 | 48,294 | 6,447 | 7,859 |
| | 15 | Repairs and renewal of Coaching vehicles . ,, | 2,30,404 | 1,42,175 | 3,14,778 | 2,33,334 | 18,034 | 28,731 |
| | | Goods ,, . . ,, | 6,70,407 | 4,35,451 | 2,90,852 | 2,05,541 | 25,216 | 30,118 |
| | | Machinery . . . ,, | 32,098 | 31,393 | 2,952 | 307 | 1,308 | 1,723 |
| | 16 | Cleaning and oiling . . . . . ,, | 51,672 | 62,619 | 69,120 | 77,318 | 12,480 | 15,669 |
| | 17 | TOTAL * . ,, | 10,20,300 | 5,11,024 | 7,35,840 | 7,72,367 | 63,494 | 84,103 |
| Traffic. | 18 | General Superintendence . . . . ,, | 51,510 | 59,985 | 1,38,454 | 1,29,181 | 27,848 | 28,340 |
| | 19 | Station staff . . . . . ,, | 3,34,177 | 3,36,645 | 4,82,242 | 3,85,872 | 73,437 | 86,440 |
| | 20 | Train staff . . . . . ,, | 61,341 | 62,718 | 1,45,655 | 1,30,688 | 31,193 | 34,774 |
| | 21 | Fuel, lighting and general stores . . ,, | 84,640 | 1,04,988 | 89,828 | 1,02,433 | 17,509 | 20,661 |
| | 22 | Clothing . . . . . ,, | 6,711 | 5,092 | 20,029 | 11,883 | 980 | 1,799 |
| | 23 | Printing, stationery and tickets . . ,, | 42,172 | 45,742 | 55,900 | 67,648 | 11,901 | 13,936 |
| | 24 | Charges for delivery and collection of goods ,, | ... | 1,394 | ... | ... | ... | ... |
| | 25 | TOTAL * . ,, | 6,26,546 | 5,92,245 | 9,74,546 | 9,09,694 | 1,80,758 | 2,08,954 |
| General. | 26 | Home expenditure or General administration ,, | 31,042 | 28,447 | 1,21,177 | 34,046 | 19,999 | 32,298 |
| | 27 | Agent's Office . . . . . ,, | 4,832 | 25,818 | 7,903 | 30,537 | 12,442 | 13,911 |
| | 28 | Audit, accounts and pay office . . . ,, | 20,235 | 87,554 | 27,294 | 1,17,025 | 43,161 | 49,379 |
| | 29 | Stores Department . . . . . ,, | 7,081 | 38,862 | 13,700 | 44,578 | 5,234 | 6,802 |
| | 30 | Medical Department . . . . . ,, | 16,456 | 18,182 | 31,007 | 26,591 | 6,583 | 8,250 |
| | 31 | Rents and Miscellaneous . . . . ,, | 29,236 | 26,887 | 46,090 | 40,937 | 18,288 | 17,139 |
| | 32 | Police . . . . . ,, | 44,044 | 45,114 | 78,834 | 71,523 | 24,804 | 26,165 |
| | 33 | Advertising . . . . . ,, | 1,910 | 1,230 | 231 | 638 | 383 | 1,003 |
| | 34 | Electric telegraph . . . . . ,, | 66,957 | 80,196 | 1,86,384 | 1,76,058 | 23,795 | 33,935 |
| | 35 | TOTAL * ,, | 2,25,552 | 3,54,005 | 5,12,683 | 5,42,702 | 1,54,715 | 1,88,903 |
| Miscellaneous. | 36 | Law charges . . . . . ,, | 2,207 | 1,169 | —643 | 658 | 1,041 | 507 |
| | 37 | Compensation . . . . . ,, | 11,402 | 28,947 | 10,690 | 21,432 | 562 | 553 |
| | 38 | Rates and taxes . . . . . ,, | 25,595 | 25,732 | 3,222 | 429 | 134 | 380 |
| | 39 | Payments to other lines . . . . ,, | 1,05,503 | 26,636 | 65,704 | 56,304 | 85,613 | 11,994 |
| | 40 | TOTAL * . ,, | 3,57,715 | 1,87,124 | 1,71,294 | 1,92,823 | 1,04,592 | 34,202 |
| | | GRAND TOTAL WORKING EXPENSES† ,, | 56,55,280 | 44,04,060 | 68,21,380 | 66,61,749 | 15,50,678 | 12,79,047 |

* Includes all other Items of
† Includes steam-
¶ Details

**DIX 45—*contd.***



*by systems during each half-year of 1900*—contd.

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| 5′ 6″ | | 3′ 3⅜″ | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | | 13 | | 14 | | 15 | | 16 | | 17 | | |
| Madras. | | Bengal Dooars. | | Dibru-Sadiya. | | Assam-Bengal. | | Deoghur. ¶ | | Bengal and North Western. | | |
| 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | No. |
| 1,31,322 | 1,29,308 | 1,958 | 1,704 | 8,850 | 9,533 | 68,113 | 63,484 | ... | ... | 92,153 | 1,03,134 | 1 |
| 1,42,624 | 1,49,191 | 4,735 | 4,802 | 20,199 | 20,208 | 88,704 | 89,015 | ... | ... | 97, 5 | 1,04,572 | 2 |
| 1,37,101 | 1,79,206 | 2,477 | 1,995 | 16,316 | 7,961 | 4,013 | 9,415 | ... | ... | 1,37,781 | 1,60,364 | |
| 1,19,376 | 71,718 | 1,419 | 1,213 | 25,484 | 9,486 | 7,517 | 50,455 | ... | ... | 81,601 | 67,966 | 3 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1,020 | 1,271 | 4 |
| 72,019 | 54,201 | 863 | 1,427 | 9,686 | 12,932 | 15,484 | 37,660 | ... | ... | 59,967 | 49,649 | 5 |
| 7,03,940 | 6,94,991 | 13,127 | 11,518 | 97,538 | 75,268 | 1,86,374 | 2,56,599 | 4,153 | | 5,43,042 | 5,62,061 | 6 |
| 74,522 | 69,422 | 2,482 | 1,846 | 5,106 | 5,096 | 18,379 | 18,612 | ... | ... | 40,340 | 41,648 | 7 |
| 1,85,717 | 1,88,574 | 2,256 | 2,687 | 10,789 | 9,356 | 23,219 | 24,313 | ... | ... | 85,622 | 77,942 | 8 |
| 4,74,662 | 5,04,519 | 8,366 | 9,838 | 18,793 | 19,170 | 45,137 | 47,496 | ... | ... | 1,89,861 | 1,40,107 | 9 |
| 22,379 | 22,201 | 337 | 533 | 3,377 | 2,782 | 4,574 | 5,319 | ... | ... | 16,891 | 15,280 | 10 |
| 29,082 | 33,429 | 920 | 973 | 2,113 | 2,238 | 4,584 | 4,898 | ... | ... | 16,742 | 17,386 | 11 |
| 3,06,548 | 2,43,885 | 3,452 | 2,065 | 11,892 | 12,273 | 15,754 | 29,760 | ... | ... | 82,954 | 68,228 | 12 |
| 7,317 | 8,446 | 404 | 325 | 2,794 | 2,924 | 566 | 601 | ... | ... | 5,124 | 3,987 | |
| 12,11,326 | 11,34,931 | 18,821 | 18,574 | 54,864 | 53,839 | 1,18,940 | 1,36,199 | 11,360 | | 5,03,738 | 3,99,527 | 13 |
| 18,630 | 17,355 | 1,218 | 907 | 2,963 | 2,998 | 6,139 | 6,196 | ... | ... | 14,397 | 15,004 | 14 |
| 95,906 | 1,01,516 | 952 | 691 | 5,410 | 3,721 | 11,249 | 16,166 | ... | ... | 34,968 | 25,577 | 15 |
| 81,872 | 70,603 | 1,061 | 465 | 13,990 | 14,373 | 4,909 | 7,758 | ... | ... | 59,303 | 44,099 | |
| 4,987 | 5,565 | 1 | 23 | 1,478 | 1,282 | 26 | 39 | ... | ... | 634 | 3,983 | |
| 37,856 | 36,260 | 523 | 789 | 3,317 | 3,273 | 4,256 | 4,725 | ... | ... | 25,664 | 28,612 | 16 |
| 2,46,013 | 2,45,546 | 4,115 | 3,055 | 27,158 | 25,648 | 26,655 | 34,934 | 3,705 | | 1,39,349 | 1,19,017 | 17 |
| 80,568 | 72,887 | 5,250 | 4,095 | 6,319 | 6,295 | 22,128 | 23,005 | ... | ... | 55,275 | 61,122 | 18 |
| 2,05,356 | 2,05,995 | 8,443 | 9,990 | 14,242 | 14,398 | 57,453 | 61,938 | ... | ... | 1,32,571 | 1,44,631 | 19 |
| 61,988 | 61,815 | 716 | 605 | 2,776 | 2,825 | 11,541 | 11,977 | ... | ... | 43,009 | 41,954 | 20 |
| 39,552 | 43,191 | 548 | 542 | 1,443 | 1,774 | 11,436 | 12,870 | ... | ... | 38,832 | 39,733 | 21 |
| 5,694 | 6,159 | 84 | 67 | 152 | 32 | 3,101 | 323 | ... | ... | 4,605 | 4,661 | 22 |
| 40,431 | 39,455 | 978 | 734 | 3,196 | 2,285 | 8,126 | 8,221 | ... | ... | 23,949 | 18,846 | 23 |
| 2,334 | 1,943 | ... | ... | 2,924 | 3,472 | 5 | ... | ... | ... | 8,881 | 11,856 | 24 |
| 4,50,501 | 4,46,022 | 16,664 | 18,609 | 31,125 | 31,174 | 1,13,924 | 1,18,322 | 5,573 | | 3,31,546 | 3,45,742 | 25 |
| 36,867 | 38,283 | 4,390 | 4,238 | 12,921 | 12,921 | 36,440 | 31,134 | ... | ... | 47,274 | 50,395 | 26 |
| 33,414 | 38,177 | 1,310 | 1,290 | 6,153 | 6,248 | 17,989 | 16,962 | ... | ... | 14,612 | 17,862 | 27 |
| 75,752 | 78,206 | 1,841 | 1,786 | 6,663 | 6,896 | 42,388 | 40,213 | ... | ... | 71,915 | 69,350 | 28 |
| 13,583 | 12,935 | 282 | 134 | 2,900 | 2,911 | 13,845 | 12,141 | ... | ... | 6,354 | 7,595 | 29 |
| 15,706 | 15,257 | 488 | 431 | 2,329 | 2,322 | 8,865 | 8,829 | ... | ... | 7,129 | 7,937 | 30 |
| 13,016 | 11,544 | 1,038 | 829 | 3,868 | 3,272 | 5,183 | 5,027 | ... | ... | 13,997 | 13,166 | 31 |
| 24,329 | 24,811 | 645 | 504 | ... | ... | 7,563 | 7,659 | ... | ... | 23,637 | 23,668 | 32 |
| 3,200 | 2,709 | 16 | 8 | 33 | ... | 359 | 567 | ... | ... | 450 | 600 | 33 |
| 74,977 | 76,528 | 2,237 | 2,155 | 6,754 | 6,850 | 27,355 | 27,418 | ... | ... | 59,003 | 65,168 | 34 |
| 3,06,436 | 3,15,863 | 12,261 | 12,404 | 41,620 | 41,421 | 1,59,997 | 1,50,197 | 2,732 | | 2,49,740 | 2,60,649 | 35 |
| 1,272 | 29 | 60 | 173 | 622 | 620 | 250 | 622 | ... | ... | 1,564 | 1,096 | 36 |
| 3,066 | 6,488 | 341 | 98 | 72 | 421 | 178 | 416 | ... | ... | 14,468 | 9,284 | 37 |
| 10,327 | 12,957 | 118 | 122 | 43 | 35 | 2,685 | 568 | ... | ... | 1,507 | 3,600 | 38 |
| ... | 29,161 | 509 | ... | 1,749 | ... | ... | ... | ... | ... | 7,403 | 2,375 | 39 |
| 89,476 | 1,31,655 | 1,695 | 1,288 | 4,010 | 2,544 | 16,484 | 14,563 | ..... | | 1,03,991 | 1,21,004 | 40 |
| 30,07,692 | 29,69,008 | 77,331 | 77,648 | 2,56,315 | 2,29,894 | 6,27,048 | 7,18,543 | 27,524 | | 20,10,831 | 19,46,892 | |

expenditure not enumerated.
boat service.
not furnished.

## Appendix 45.
Expenses under different heads.



*Working expenses under different heads of each railway*

(Referred to in paragraph

| | No. | GAUGE. | 3' 3½" | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | CLASSIFICATION NUMBER. | 18 | | 19 | | 20 | |
| | | Railways. | Rohilkund and Kumaon. | | Jodhpur-Bikaner. | | Udaipur-Chitor. | |
| | | Particulars. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. |
| Engineering. | 1 | General Superintendence . . . Rs. | 21,799 | 17,518 | 7,288 | 7,718 | 1,997 | 2,072 |
| | 2 | Maintenance of permanent-way. { Wages . . . ,, | 26,977 | 23,161 | 49,733 | 47,263 | 8,540 | 10,039 |
| | | { Materials . . . ,, | 26,362 | 19,291 | 255 | 47,808 | —176 | 199 |
| | 3 | Repairs of bridges, etc. . . . . ,, | 17,461 | 16,231 | 949 | 4,597 | 150 | 1,165 |
| | 4 | Conservancy of rivers . . . . . ,, | 1,900 | 1,382 | ... | ... | ... | ... |
| | 5 | Repairs of stations and buildings . . ,, | 8,484 | 5,756 | 3,412 | 4,146 | 178 | 789 |
| | 6 | TOTAL* . ,, | 1,09,921 | 87,877 | 66,963 | 1,24,620 | 11,151 | 15,220 |
| Locomotive. | 7 | General Superintendence . . . ,, | 11,997 | 12,116 | 8,187 | 9,916 | 2,243 | 2,716 |
| | 8 | Wages of drivers and firemen, fuelling, cleaning engines, etc. ,, | 15,485 | 14,394 | 13,134 | 13,331 | 1,429 | 1,161 |
| | 9 | Fuel. . . . . ,, | 28,565 | 23,607 | 1,17,854 | 78,244 | 15,724 | 14,883 |
| | 10 | Water . . . . . ,, | 2,559 | 2,188 | 8,488 | 5,117 | 979 | 633 |
| | 11 | Oil, tallow and other stores . . . ,, | 3,585 | 3,543 | 11,453 | 8,950 | 573 | 605 |
| | 12 | Maintenance and renewal of { Locomotive engines . ,, | 15,520 | 15,046 | 25,233 | 36,072 | 7,121 | 859 |
| | | { Machinery . . ,, | 1,082 | 1,795 | 1,412 | 1,577 | 151 | 314 |
| | 13 | TOTAL* . ,, | 87,188 | 78,417 | 1,95,675 | 1,69,206 | 28,220 | 21,193 |
| Carriage and Wagon. | 14 | General Superintendence . . . ,, | 5,257 | 5,504 | 1,931 | 2,880 | 435 | 550 |
| | 15 | Repairs and renewal of { Coaching vehicles . ,, | 8,020 | 5,407 | 6,648 | 10,929 | 148 | 906 |
| | | { Goods ,, . ,, | 15,927 | 12,802 | 6,306 | 7,373 | 912 | 203 |
| | | { Machinery . . ,, | 890 | 778 | 463 | 562 | 83 | 200 |
| | 16 | Cleaning and oiling . . . . ,, | 4,846 | 4,949 | 4,056 | 3,803 | 416 | 326 |
| | 17 | TOTAL* . ,, | 35,096 | 30,050 | 19,493 | 25,740 | 1,994 | 2,187 |
| Traffic. | 18 | General Superintendence . . . ,, | 16,668 | 13,653 | 9,298 | 10,838 | 2,352 | 2,423 |
| | 19 | Station staff . . . . . ,, | 27,278 | 27,028 | 24,872 | 19,849 | 6,246 | 4,472 |
| | 20 | Train staff . . . . . ,, | 7,067 | 6,632 | 3,273 | 3,338 | 529 | 552 |
| | 21 | Fuel, lighting and general stores . . ,, | 8,791 | 8,709 | 7,130 | 7,351 | 926 | 1,653 |
| | 22 | Clothing . . . . . ,, | 350 | 637 | 27 | 414 | 175 | 16 |
| | 23 | Printing, stationery and tickets . . ,, | 5,409 | 5,440 | 5,675 | 6,897 | 1,179 | 884 |
| | 24 | Charges for delivery and collection of goods ,, | ... | ... | ... | ... | ... | ... |
| | 25 | TOTAL* . ,, | 70,460 | 62,962 | 51,261 | 49,813 | 11,407 | 10,083 |
| General. | 26 | Home expenditure or General administration. ,, | 17,449 | 18,163 | ... | ... | ... | ... |
| | 27 | Agent's Office . . . . . ,, | 7,210 | 6,641 | ... | ... | 2,756 | 2,830 |
| | 28 | Audit, accounts and pay office . . . ,, | 17,028 | 18,649 | 17,194 | 10,218 | 3,616 | 2,015 |
| | 29 | Stores Department . . . . . ,, | 4,727 | 4,847 | 1,979 | 2,114 | 215 | 201 |
| | 30 | Medical Department . . . . . ,, | 1,607 | 1,616 | 957 | 1,022 | 348 | 524 |
| | 31 | Rents and Miscellaneous . . . . ,, | 5,896 | 5,542 | 716 | 907 | 350 | 1,101 |
| | 32 | Police . . . . . ,, | 6,759 | 6,542 | 549 | 217 | ... | ... |
| | 33 | Advertising . . . . . ,, | 118 | 464 | ... | 28 | ... | ... |
| | 34 | Electric telegraph . . . . . ,, | 13,497 | 13,551 | 10,242 | 13,560 | 1,875 | 1,767 |
| | 35 | TOTAL* ,, | 72,261 | 75,839 | 31,637 | 28,208 | 9,160 | 8,438 |
| Miscellaneous. | 36 | Law charges . . . . . ,, | 720 | 51 | ... | ... | ... | ... |
| | 37 | Compensation . . . . . ,, | 436 | 521 | 541 | 890 | 47 | 86 |
| | 38 | Rates and taxes . . . . . ,, | 132 | 143 | ... | ... | ... | ... |
| | 39 | Payments to other lines . . . . ,, | 931 | ... | 31,429 | 9,759 | 7,794 | 4,187 |
| | 40 | TOTAL* . ,, | 57,372 | 47,226 | 33,779 | 12,747 | 8,501 | 4,672 |
| | | GRAND TOTAL WORKING EXPENSES† ,, | 4,32,298 | 3,82,371 | 3,98,808 | 4,10,333 | 70,433 | 61,793 |

* Includes all other Items of expenditure not enumerated. † Includes steam-boat service.

DIX 45—*contd.*

**Appendix 45.**
Expenses under different heads.

*by systems during each half-year of 1900*—contd.

30 of Report.)

| 3′ 3″ | | | | | | | | 2′ 6″ | | No. |
|---|---|---|---|---|---|---|---|---|---|---|
| 21 | | 22 | | 23 | | 24 | | 25 | | |
| Bhávnagar-Gondal Junágad-Porbándar. | | Southern Mahratta. | | South Indian. | | Burma. | | Morvi. | | |
| 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | |
| 25,799 | 28,707 | 1,38,986 | 1,33,434 | 1,16,401 | 1,21,804 | 1,13,490 | 1,12,779 | 3,374 | 3,942 | 1 |
| 60,852 | 64,890 | 2,12,968 | 2,18,528 | 1,10,313 | 1,16,275 | 2,70,810 | 2,89,846 | 11,230 | 13,679 | 2 |
| 17,614 | 11,670 | 1,63,363 | 96,224 | 1,87,610 | 1,85,895 | 58,686 | 1,32,261 | 601 | 1,283 | |
| 2,064 | 16,417 | 93,513 | 72,284 | 22,808 | 38,910 | 95,931 | 75,606 | 1,621 | 4,492 | 3 |
| ... | ... | ... | ... | ... | ... | 1,541 | 354 | ... | ... | 4 |
| 7,261 | 6,338 | 73,467 | 56,367 | 51,953 | 31,019 | 72,992 | 71,331 | 631 | 440 | 5 |
| 1,21,955 | 1,33,162 | 7,10,076 | 6,22,285 | 4,79,046 | 4,39,505 | 6,59,081 | 7,11,759 | 17,942 | 24,468 | 6 |
| 16,696 | 15,959 | 93,839 | 92,197 | 65,057 | 67,479 | 45,782 | 81,508 | 3,402 | 6,130 | 7 |
| 30,618 | 25,829 | 1,77,370 | 1,67,959 | 1,54,855 | 1,60,777 | 2,38,340 | 2,65,353 | 4,813 | 4,754 | 8 |
| 1,05,310 | 79,664 | 2,77,759 | 2,57,588 | 3,24,720 | 3,54,253 | 4,38,905 | 4,72,215 | 35,203 | 39,295 | 9 |
| 5,195 | 4,614 | 26,447 | 25,015 | 15,152 | 18,259 | 31,268 | 39,266 | 1,014 | 836 | 10 |
| 6,921 | 5,653 | 15,057 | 16,369 | 27,749 | 28,891 | 35,995 | 31,142 | 1,384 | 1,454 | 11 |
| 27,041 | 32,970 | 1,73,901 | 1,81,304 | 1,83,921 | 1,93,415 | 2,45,691 | 2,17 314 | § 9,460 | § 10,648 | 12 |
| 5,219 | 1,677 | 29,843 | 23,419 | 12,040 | 16,804 | 19,995 | 22,198 | ... | ... | |
| 2,00,046 | 1,80,654 | 9,21,075 | 9,65,172 | 7,90,963 | 8,53,141 | 10,94,801 | 11,77,907 | 56,979 | 63,427 | 13 |
| 5,144 | 5,211 | 28,006 | 28,164 | 21,597 | 22,451 | 9,647 | 26,666 | 1,973 | 3,331 | 14 |
| 13,018 | 12,789 | 97,478 | 87,033 | 81,510 | 1,17,185 | 75,960 | 84,550 | 2,481 | 4,209 | |
| 11,816 | 13,255 | 1,14,893 | 1,23,930 | 1,09,981 | 1,05,286 | 1,46,802 | 1,18,218 | 1,172 | 1,627 | 15 |
| 2,609 | 807 | 5,861 | 4,379 | 4,031 | 5,351 | 4,388 | 4,860 | ... | ... | |
| 4,044 | 3,964 | 18,658 | 19,885 | 26,145 | 27,305 | 31,297 | 32,229 | 1,034 | 1,404 | 16 |
| ‡ 36,655 | 38,087 | 2,63,178 | 2,04,789 | 2,41,702 | 2,75,557 | 2,71,584 | 2,68,575 | 6,614 | 10,425 | 17 |
| 19,587 | 21,687 | 81,366 | 79,046 | 61,575 | 60,456 | 72,516 | 76,834 | 3,720 | 3,721 | 18 |
| 59,763 | 46,479 | 1,81,209 | 1,85,832 | 1,85,169 | 1,88,465 | 2,68,585 | 2,57,150 | 9,434 | 9,198 | 19 |
| 8,380 | 7,378 | 74,871 | 73,893 | 43,572 | 42,984 | 66,540 | 68,881 | 1,859 | 1,771 | 20 |
| 20,974 | 11,938 | 52,953 | 48,458 | 40,954 | 38,485 | 49,944 | 52,843 | 6,854 | 2,362 | 21 |
| 449 | ... | 20,168 | 9,699 | 6,461 | 90 | 13,553 | 11,804 | 245 | 303 | 22 |
| 10,216 | 6,937 | 27,081 | 34,112 | 46,245 | 47,984 | 32,016 | 42,315 | 2,810 | 2,303 | 23 |
| ... | ... | ... | ... | 53 | 89 | 53 | ... | 1,423 | 566 | 24 |
| 1,25,504 | 99,369 | 4,64,726 | 4,55,977 | 3,91,808 | 3,92,968 | 5,07,690 | 5,14,619 | 26,766 | 20,494 | 25 |
| 3,544 | 3,595 | 89,380 | 90,516 | 90,475 | 86,653 | 89,353 | 77,685 | ... | ... | 26 |
| 12,498 | 12,138 | 26,533 | 24,218 | 21,559 | 25,259 | 28,930 | 26,001 | 1,645 | 1,975 | 27 |
| 28,027 | 24,911 | 81,286 | 81,208 | 73,980 | 75,295 | 61,121 | 57,798 | 5,443 | 5,672 | 28 |
| 6,021 | 6,018 | 20,505 | 22,575 | 21,968 | 22,398 | 18,748 | 19,420 | 2,393 | 1,915 | 29 |
| 6,665 | 7,249 | 17,045 | 16,266 | 15,267 | 17,086 | 13,485 | 15,534 | 343 | 327 | 30 |
| 6,969 | 7,324 | 18,603 | 20,569 | 18,367 | 18,434 | 19,027 | 16,478 | 1,651 | 1,972 | 31 |
| 14,559 | 13,404 | 39,370 | 44,860 | 36,597 | 21,163 | 47,568 | 37,074 | 1,329 | 1,304 | 32 |
| 285 | 254 | 2,545 | 1,142 | 1,820 | 1,091 | 1,037 | 619 | ... | 60 | 33 |
| 20,920 | 21,079 | 99,383 | 1,02,711 | 58,494 | 59,006 | 76,371 | 78,626 | 3,372 | 3,229 | 34 |
| ‡ 1,02,591 | ‡ 99,116 | 3,95,001 | 4,04,457 | 3,39,234 | 3,28,380 | 3,56,578 | 3,29,798 | 16,177 | 16,454 | 35 |
| 21 | 435 | 872 | 253 | 1,614 | 297 | 921 | 549 | ... | 35 | 36 |
| 746 | 1,824 | 1,873 | 5,459 | 481 | 1,316 | —139 | 1,370 | 135 | 61 | 37 |
| 10 | 9 | 3,097 | 6,003 | 15,106 | 8,948 | 12,427 | 18,881 | ... | ... | 38 |
| 6,000 | 3,735 | 4,140 | 3,575 | 5,473 | 4,469 | ... | ... | ... | ... | 39 |
| ‡ 22,932 | ‡ 16,515 | 56,113 | 96,681 | ‡ 63,464 | ‡ 70,318 | 74,247 | 70,325 | 2,578 | 2,190 | 40 |
| 6,16,913 | 5,70,678 | 28,19,168 | 28,09,361 | 23,06,317 | 23,59,869 | 30,24,593 | 31,10,531 | 1,27,056 | 1,37,458 | |

‡ Includes charges incurred direct by the state. § Including charges for maintenance and renewal of machinery.

Appendix 45.
Expenses under different heads.

## APPEN

*Working expenses under different heads of each railway*

(Referred to in paragraph

| | No. | GAUGE. | 2′ 6″ | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | CLASSIFICATION No. | 26 | | 27 | | 28 | |
| | | Railways. | Bársi. | | Tárakeshwar-Magra. ‡ | | Ránaghát-Krishnagar. ‡ | |
| | | Particulars. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. |
| Engineering. | 1 | General Superintendence . . . . Rs. | 2,157 | 2,147 | ... | ... | ... | ... |
| | 2 | Maintenance of permanent-way. Wages . ,, | 2,777 | 2,872 | ... | ... | ... | ... |
| | | Materials . ,, | 55 | 248 | ... | ... | ... | ... |
| | 3 | Repairs of bridges, etc. . . . . ,, | 329 | 431 | ... | ... | ... | ... |
| | 4 | Conservancy of rivers . . . . . ,, | ... | ... | ... | ... | ... | ... |
| | 5 | Repairs of stations and buildings . . ,, | 495 | 1,075 | ... | ... | ... | ... |
| | 6 | TOTAL* . ,, | 5,814 | 6,723 | 4,141 | 5,037 | 5,497 | 5,060 |
| Locomotive. | 7 | General Superintendence . . . . ,, | 709 | 726 | ... | ... | ... | ... |
| | 8 | Wages of drivers and firemen, fuelling, cleaning engines, etc. ,, | 1,676 | 1,565 | ... | ... | ... | ... |
| | 9 | Fuel . . . . . ,, | 1,265 | 1,099 | ... | ... | ... | ... |
| | 10 | Water . . . . . ,, | 986 | 798 | ... | ... | ... | ... |
| | 11 | Oil, tallow and other stores . . . . ,, | 260 | 286 | ... | ... | ... | ... |
| | 12 | Maintenance and renewal of Loco. engines ,, | 1,253 | 1,337 | ... | ... | ... | ... |
| | | Machinery . ,, | 241 | 204 | ... | ... | ... | ... |
| | 13 | TOTAL* . ,, | 6,390 | 6,015 | 7,498 | 7,169 | 5,211 | 5,330 |
| Carriage and Wagon. | 14 | General Superintendence . . . . ,, | 350 | 349 | ... | ... | ... | ... |
| | 15 | Repairs and renewal of Coaching vehicles ,, | 675 | 458 | ... | ... | ... | ... |
| | | Goods ,, . ,, | 225 | 246 | ... | ... | ... | ... |
| | | Machinery . ,, | 53 | 25 | ... | ... | ... | ... |
| | 16 | Cleaning and oiling . . . . ,, | 370 | 360 | ... | ... | ... | ... |
| | 17 | TOTAL* . ,, | 1,673 | 1,438 | 1,746 | 1,515 | 1,689 | 850 |
| Traffic. | 18 | General Superintendence . . . . ,, | 525 | 558 | ... | ... | ... | ... |
| | 19 | Station staff . . . . . ,, | 3,633 | 3,006 | ... | ... | ... | ... |
| | 20 | Train staff . . . . . ,, | 328 | 313 | ... | ... | ... | ... |
| | 21 | Fuel, lighting and general stores . . ,, | 114 | 304 | ... | ... | ... | ... |
| | 22 | Clothing . . . . . ,, | 43 | 62 | ... | ... | ... | ... |
| | 23 | Printing, stationery and tickets . . ,, | 622 | 426 | ... | ... | ... | ... |
| | 24 | Charges for delivery and collection of goods ,, | ... | ... | ... | ... | ... | ... |
| | 25 | TOTAL* . ,, | 8,117 | 7,174 | 7,649 | 8,312 | 10,329 | 9,229 |
| General. | 26 | Home expenditure or General administration ,, | 6,841 | 2,371 | ... | ... | ... | ... |
| | 27 | Agent's Office . . . . . ,, | 8,716 | 8,690 | ... | ... | ... | ... |
| | 28 | Audit, accounts and pay office . . . ,, | 2,106 | 2,100 | ... | ... | ... | ... |
| | 29 | Stores Department . . . . . ,, | 737 | 719 | ... | ... | ... | ... |
| | 30 | Medical Department . . . . . ,, | 643 | 643 | ... | ... | ... | ... |
| | 31 | Rents and Miscellaneous . . . . ,, | 686 | 347 | ... | ... | ... | ... |
| | 32 | Police . . . . . ,, | 168 | 342 | ... | ... | ... | ... |
| | 33 | Advertising . . . . . ,, | 12 | ... | ... | ... | ... | ... |
| | 34 | Electric telegraph . . . . . ,, | 881 | 870 | ... | ... | ... | ... |
| | 35 | TOTAL* . ,, | 20,784 | 16,088 | 5,925 | 6,074 | 3,664 | 3,001 |
| Miscellaneous. | 36 | Law charges . . . . . ,, | ... | 50 | ... | ... | ... | ... |
| | 37 | Compensation . . . . . ,, | ... | ... | ... | ... | ... | ... |
| | 38 | Rates and taxes . . . . . ,, | 339 | 109 | ... | ... | ... | ... |
| | 39 | Payments to other lines . . . . ,, | 683 | 603 | ... | ... | ... | ... |
| | 40 | TOTAL* . ,, | 1,022 | 762 | 207 | 361 | ... | ... |
| | | GRAND TOTAL WORKING EXPENSES† ,, | 43,800 | 38,200 | 27,166 | 28,468 | 26,390 | 23,470 |

* Includes all other items of expenditure not enumerated. † Includes steam boat service.

**DIX 45—*concld.***

**Appendix 45.**
Expenses under different heads.

*by systems during each half-year of 1900*—concld.

30 of Report).

| 2′ 6″ | | | | 2′ 0″ | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29 | | 30 | | 31 | | 32 | | 33 | | 34 | | |
| Tezpur-Bálipara. ‡ | | Cherra-Companygan. ‡ | | Darjeeling-Himalayan. | | Howrah-Amta. ‡ | | Howrah Sheakhalla. ‡ | | Jorhat. ‡ | | |
| 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | No. |
| ... | ... | ... | ... | 11,675 | 13,993 | ... | ... | ... | ... | ... | ... | 1 |
| ... | ... | ... | ... | 10,810 | 10,559 | ... | ... | ... | ... | ... | ... | 2 |
| ... | ... | ... | ... | 8,861 | 8,539 | ... | ... | ... | ... | ... | ... | |
| ... | ... | ... | ... | 20,260 | 11,779 | ... | ... | ... | ... | ... | ... | 3 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 4 |
| ... | ... | ... | ... | 7,944 | 9,421 | ... | ... | ... | ... | ... | ... | 5 |
| 6,385 | 10,870 | 9,084 | 1,003 | 39,417 | 30,280 | 15,407 | 12,730 | 5,818 | 5,945 | 27,660 | 21,164 | 6 |
| ... | ... | ... | ... | 3,260 | 3,268 | ... | ... | ... | ... | ... | ... | 7 |
| ... | ... | ... | ... | 17,226 | 14,235 | ... | ... | ... | ... | ... | ... | 8 |
| ... | ... | ... | ... | 31,627 | 20,443 | ... | ... | ... | ... | ... | ... | 9 |
| ... | ... | ... | ... | 404 | 441 | ... | ... | ... | ... | ... | ... | 10 |
| ... | ... | ... | ... | 3,686 | 3,571 | ... | ... | ... | ... | .. | ... | 11 |
| ... | ... | ... | ... | 18,741 | 15,762 | ... | ... | ... | ... | ... | ... | 12 |
| ... | ... | ... | ... | 259 | 303 | ... | ... | ... | ... | ... | ... | |
| 7,397 | 7,833 | 6,830 | 2,729 | 84,415 | 65,409 | 19,753 | 17,322 | 5,721 | 4,164 | 8,293 | 8,372 | 13 |
| ... | ... | ... | ... | 2,957 | 2,914 | ... | ... | ... | ... | ... | ... | 14 |
| ... | ... | ... | ... | 5,994 | 6,673 | ... | ... | ... | ... | ... | ... | |
| ... | ... | ... | ... | 27,150 | 16,209 | ... | ... | ... | ... | ... | ... | 15 |
| ... | ... | ... | ... | 88 | 75 | ... | ... | ... | ... | ... | ... | |
| ... | ... | ... | ... | 1,641 | 1,988 | ... | ... | ... | ... | ... | ... | 16 |
| 3,612 | 3,454 | 2,244 | 1,254 | 37,606 | 27,859 | 4,533 | 4,563 | 972 | 1,232 | 934 | 5,454 | 17 |
| ... | ... | ... | ... | 3,794 | 3,657 | ... | ... | ... | ... | ... | ... | 18 |
| ... | ... | ... | ... | 16,067 | 15,319 | ... | ... | ... | ... | ... | ... | 19 |
| ... | ... | ... | ... | 6,069 | 6,225 | ... | ... | ... | ... | ... | ... | 20 |
| ... | ... | ... | ... | 3,960 | 3,106 | ... | ... | ... | .. | ... | ... | 21 |
| ... | ... | ... | ... | 494 | 32 | ... | ... | ... | ... | ... | ... | 22 |
| ... | ... | ... | ... | 681 | 838 | ... | ... | ... | ... | ... | ... | 23 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 24 |
| 8,268 | 8,044 | 2,346 | 898 | 35,978 | 33,285 | 24,131 | 22,901 | 10,018 | 9,848 | 10,438 | 8,591 | 25 |
| ... | ... | ... | ... | 9,999 | 10,906 | ... | ... | ... | ... | ... | ... | 26 |
| ... | ... | ... | ... | 13,877 | 13,992 | ... | ... | ... | ... | ... | ... | 27 |
| ... | ... | ... | ... | 7,909 | 8,276 | ... | ... | ... | ... | ... | ... | 28 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 29 |
| ... | ... | ... | ... | 2,843 | 2,786 | ... | ... | ... | ... | ... | ... | 30 |
| ... | ... | ... | ... | 2,377 | 2,774 | ... | ... | ... | ... | ... | ... | 31 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 32 |
| ... | ... | ... | ... | 456 | 322 | ... | ... | ... | ... | ... | ... | 33 |
| ... | ... | ... | ... | 4,521 | 4,430 | ... | ... | ... | ... | ... | ... | 34 |
| 6,650 | 6,618 | 2,110 | 1,289 | 36,050 | 37,092 | 6,473 | 5,501 | 3,175 | 2,302 | 5,635 | 5,069 | 35 |
| ... | ... | ... | ... | 219 | 552 | ... | ... | ... | ... | ... | ... | 36 |
| ... | ... | ... | ... | 47 | 62 | ... | ... | ... | ... | ... | ... | 37 |
| ... | ... | ... | ... | 4,054 | 3,452 | ... | ... | ... | ... | ... | ... | 38 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 39 |
| 306 | 741 | 165 | 120 | 9,375 | 10,553 | ... | ... | ... | ... | 412 | 337 | 40 |
| 32,624 | 37,560 | 22,779 | 7,293 | 2,42,841 | 2,04,478 | 70,297 | 63,017 | 25,704 | 23,491 | 53,372 | 48,987 | |

‡ Details not furnished.

**Appendix 46.**
Analysis.

**APPEN**

*Analysis of working of each railway*

NOTE.—These statistics are not

| Serial number. | PARTICULARS. | GAUGE. | 5′ 6″ | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Class. No. | 1 | 2 (*a*) | 3 | 4 | 5 | 7 | 8 | 9 (*a*) to (*e*) | 9 (*f*) to (*j*) | 10 (*a*) to (*e*) | 11 (*a*) & (*b*) |
| | | Calendar year 1900 by half-years. | East Indian. | Eastern Bengal. | Bengal Central. | Bengal-Nágpur. | East Coast. | Oudh and Rohilkhand. | North-Western. | Great Indian Peninsula. | Indian Midland. | Bombay, Baroda and Central India. | The Nizam's Guaranteed state. |
| | DESCRIPTION OF RAILWAY WORKED. | | | | | | | | | | | | |
| 1 | Gauge of railway | 1st half | 5′ 6″ | 5′ 6″ | 5′ 6″ | 5′ 6″ | 5′ 6″ | 5′ 6″ | 5′ 6″ | 5′ 6″ | 5′ 6″ | 5′ 6″ | 5′ 6″ |
| | | 2nd „ | 5′ 6″ | 5′ 6″ | 5′ 6″ | 5′ 6″ | 5′ 6″ | 5′ 6″ | 5′ 6″ | 5′ 6″ | 5′ 6″ | 5′ 6″ | 5′ 6″ |
| 2 | Mileage worked *Miles* | 1st half | *2,094·92 | 267·95 | 138·89 | 1,195·75 | 801·71 | 1,053·18 | 3,592·35 | 1,513·95 | 1,134·49 | 798·67 | 354·70 |
| | | 2nd „ | *2,136·45 | 268·84 | 138·89 | 1,212·32 | 806·00 | 1,090·96 | 3,626·11 | 1,517·93 | 1,134 46 | 805·17 | 354·70 |
| 3 | Number of stations *No.* | 1st half | 317 | 78 | 27 | 140 | 147 | 149 | 484 | 221 | 144 | 127 | 45 |
| | | 2nd „ | 325 | 76 | 27 | 146 | 148 | 156 | 488 | 231 | 143 | 128 | 45 |
| 4 | Total length of the following gradients :— | | | | | | | | | | | | |
| | (*a*) $\frac{1}{80}$ and less *Miles* | 1st half | 5·78 | ... | ... | ... | ... | ... | 71·12 | 19·31 | ... | ... | ... |
| | | 2nd „ | 5·78 | ... | ... | ... | ... | ... | 71 12 | 19·31 | ... | ... | ... |
| | (*b*) $\frac{1}{81}$ to $\frac{1}{140}$ „ | 1st half | 13·70 | ... | ... | 0·91 | ... | 9·30 | 91·59 | 2·36 | 6·75 | 1·32 | ... |
| | | 2nd „ | 14·54 | ... | ... | 0·91 | ... | 9·30 | 91 59 | 2·36 | 6·75 | 1·32 | ... |
| | (*c*) $\frac{1}{141}$ to $\frac{1}{100}$ „ | 1st half | 27·54 | ... | ... | 30·12 | ... | †6·41 | 162·47 | 62·10 | 11·93 | 0·50 | 83·61 |
| | | 2nd „ | 28·27 | ... | ... | 30·12 | ... | †6·41 | 162·47 | 62·10 | 11·19 | 0·50 | 83·61 |
| | (*d*) $\frac{1}{101}$ to $\frac{1}{200}$ „ | 1st half | 161·20 | ... | ... | 352·14 | 169·35 | †19·15 | 145·16 | 516·07 | 361·65 | 167·52 | 111·48 |
| | | 2nd „ | 162·01 | ... | ... | 350·55 | 169·35 | †19·15 | 145·16 | 516·07 | 361·65 | 167·52 | 111 48 |
| | (*e*) $\frac{1}{201}$ to $\frac{1}{300}$ „ | 1st half | 120·71 | 2·45 | ... | 94·88 | 59·88 | †19·13 | 110·17 | 204·78 | 104·10 | 47·98 | 81·30 |
| | | 2nd „ | 120·71 | 2·45 | ... | 105·54 | 59·88 | †22·56 | 110·17 | 204 78 | 104·10 | 47·98 | 81·30 |
| 5 | Steepest gradient worked— | | | | | | | | | | | | |
| | (*a*) Inclination | 1st half | $\frac{1}{80}$ | $\frac{1}{300}$ | ... | $\frac{1}{80}$ | $\frac{1}{150}$ | .... | $\frac{1}{25}$ | $\frac{1}{37}$ | $\frac{1}{80}$ | ... | $\frac{1}{100}$ |
| | | 2nd „ | $\frac{1}{80}$ | $\frac{1}{300}$ | .... | $\frac{1}{24}$ | $\frac{1}{150}$ | ... | $\frac{1}{25}$ | $\frac{1}{37}$ | $\frac{1}{80}$ | .... | $\frac{1}{100}$ |
| | (*b*) Length *Miles* | 1st half | 3·98 | 2·45 | 1·00 | 0·40 | 111·05 | ... | 6·52 | 5·85 | 2·40 | ... | 2·52 |
| | | 2nd „ | 3·98 | 2·45 | 1·00 | 0·40 | 111 05 | ... | 6 52 | 5 85 | 2·40 | ... | 2·52 |
| | FINANCIAL RESULTS. | | | | | | | | | | | | |
| 6 | Percentage of net earnings (including steam-boat traffic) for each half-year on capital outlay *Per cent.* | 1st half | 5·40 | 2·25 | 2·00 | 3·29 | 1·65 | 2·55 | 1·48 | ‡ 3·37 | § 3·24 | 3·78 | ‖ 3·58 |
| | | 2nd „ | 4·44 | 4·76 | 2·35 | 1 37 | 1·47 | 1·91 | 1·20 | ‡ 2·17 | § 1·50 | 2·74 | ‖ 3·25 |
| 7 | Percentage of net earnings for each half-year on paid up capital *Per cent* | 1st half | ... | ... | ... | 3·10 | ... | ... | ... | ‡ 3·35 | § 3·26 | 3·04 | ‖ 3·07 |
| | | 2nd „ | ... | ... | ... | 1·31 | ... | ... | ... | ... | § 1·52 | 2·35 | ‖ 2 80 |
| | OUTLAY, EARNINGS AND EXPENSES. (*Exclusive of Steam-boat Service.*) | | | | | | | | | | | | |
| 8 | Capital outlay per mile open. *R* | 1st half | 2,14,857 | 2,49,820 | 99 289 | 1,34,640 | 99,996 | 1,17,151 | 1,44,976 | ‡ 2,15,263 | § 1,26,458 | 1,79,185 | ‖ 1,24,131 |
| | | 2nd „ | 2,17,397 | 2,50,453 | 1,00,187 | 1,35,301 | 1,06,487 | 1,12,451 | 1,45,215 | ‡ 1,94,030 | § 1,27,121 | 1,81,489 | ‖ 1,24,878 |
| 9 | Total earnings per mile open per week „ | 1st half | 680 | 555 | 168 | 263 | 146 | 232 | 189 | 487 | 225 | 551 | 318 |
| | | 2nd „ | 600 | 824 | 201 | 153 | 141 | 187 | 173 | 391 | 155 | 413 | 253 |
| 10 | Total working expenses per mile open per week „ | 1st half | 219 | 321 | 99 | 89 | 81 | 115 | 104 | 238 | 88 | 288 | 143 |
| | | 2nd „ | 223 | 333 | 118 | 80 | 78 | 100 | 105 | 223 | 90 | 217 | 94 |
| 11 | Total earnings per train-mile „ | 1st half | 4·54 | 4·09 | 3·07 | 4·17 | 3·17 | 3·68 | 3·62 | 3·73 | 4·41 | 5·94 | 4·69 |
| | | 2nd „ | 4·16 | 5·21 | 3·20 | 3·53 | 2·88 | 3·14 | 3 44 | 3·56 | 3·50 | 5·61 | 4·27 |
| 12 | Total working expenses per train-mile „ | 1st half | 1·47 | 2·37 | 1·80 | 1·41 | 1·76 | 1·82 | 2·00 | 1·82 | 1·73 | 3·07 | 2·11 |
| | | 2nd „ | 1·55 | 2·10 | 1·88 | 1·84 | 1 61 | 1·67 | 2 08 | 2·03 | 2·03 | 2·95 | 1·59 |
| 13 | Net earnings per train-mile „ | 1st half | 3·07 | 1·72 | 1·27 | 2·76 | 1·41 | 1·86 | 1·62 | 1·91 | 2·68 | 2·87 | 2·58 |
| | | 2nd „ | 2·61 | 3·11 | 1·32 | 1·69 | 1·27 | 1·44 | 1·36 | 1·53 | 1·47 | 2·66 | 2·68 |
| 14 | Cost per 1,000 gross ton miles moved (freight and dead-weight) „ | 1st half | 3·74 | 7·26 | 5·98 | 3·39 | 5·17 | 5·21 | 5·94 | 5·45 | 4·38 | 7·35 | 4·92 |
| | | 2nd „ | 4·17 | 5·51 | 6·21 | 5·21 | 4·77 | 5·48 | 6·56 | 6·38 | 5·75 | 7·64 | 3·83 |
| 15 | Percentage of total working expenses on total earnings *Per cent.* | 1st half | 31·60 | 57·94 | 58·58 | 33·73 | 55·57 | 49·54 | 55·16 | 48·86 | 39·22 | 51·71 | 44·90 |
| | | 2nd „ | 36·58 | 40·36 | 58·79 | 52·13 | 35·84 | 53·68 | 60·34 | 56 95 | 57·95 | 52·54 | 37 27 |
| 16 | Percentage of total working expenses on total earnings, excluding from both sides of the account the charges for carriage of revenue stores *Per cent.* (*Inclusive of Steam-boat Service.*) | 1st half | 30·80 | 57·83 | 58·42 | 32·27 | 54·00 | 48·17 | 53·59 | 47·40 | 37·45 | 51·06 | 43·89 |
| | | 2nd „ | 35·00 | 40·19 | 58·39 | 49·99 | 54 74 | 53 36 | 58·78 | 56 29 | 55·44 | 51·47 | 36·00 |
| 17 | Percentage of total working expenses on total earnings (for details, see items 123—29) *Per cent.* | 1st half | 32·43 | 58·34 | 58·58 | 33·73 | 56·07 | 49·54 | 55·16 | 48·86 | 39·22 | 51·71 | 44·90 |
| | | 2nd „ | 37·38 | 40·62 | 58·79 | 52·13 | 56·14 | 53 68 | 60·48 | 56·95 | 57·95 | 52·54 | 37·27 |

* Including 34·50 miles of the Eastern Bengal State railway, and 1·00
† 5′ 6″ gauge
‡ Excludes the Khámgaon
§ Indian Midland
‖ Nizam's Guaranteed
¶ Calculated on the mileage, excluding the dock estates and quarry lines constructed and maintained by

# DIX 46.



*(by systems) during each half-year of 1900.*

prepared by the railways not shown.

| 12 (*a*) & (*b*) | 2 (*b*) to (*d*) | 15 | 17 | 18 | 10 (*f*) to (*i*) | 19 | | 20 | 21 | 11 (*c*) | 22 | 24 | 25 | Gauge. Class. No. | Serial number. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 3′ 3⅜″. | | | | | | | | | |
| Madras. | Eastern Bengal. | Assam-Bengal. | Bengal and North-Western. | Rohil-kund and Ku-maon. | Rajputana-Malwa. | Jodhpur-Bikaner. Jodhpur section. | Jodhpur-Bikaner. Bikaner section. | Udaipur-Chitor. | Bhávnagar-Gondal-Junágad-Porbandar | Hyder-abad Gódávári Valley. | Southern Mahratta | South Indian. | Burma. | Calendar year 1900 by half-years. | |
| 5′ 6″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 1st half | 1 |
| 5′ 6″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 2nd ,, | |
| 854·30 | 569·89 | 436·76 | 1,125·02 | 293·51 | 1,836·97 | 380·50 | 95·00 | 67·30 | 455·18 | 219·81 | 1,594·65 | 1,109·71 | 1,044·34 | 1st half | 2 |
| 854·42 | 684·07 | 436·26 | 1,148·59 | 266·22 | 1,836·97 | 384·55 | 85·50 | 67·30 | 455·18 | 360·49 | 1,594·65 | 1,110·21 | 1,124·00 | 2nd ,, | |
| 165 | 88 | 70 | 189 | 46 | 256 | 40 | 7 | 7 | 64 | 37 | 215 | 178 | 175 | 1st half | 3 |
| 166 | 106 | 71 | 197 | 47 | 256 | 45 | 7 | 7 | 64 | 42 | 215 | 178 | 175 | 2nd ,, | |
| ... | ... | ... | ... | ... | 3·40 | ... | ... | ... | ... | ... | 2·94 | ... | 27·14 | 1st half | 4 |
| ... | ... | ... | ... | ... | 3·40 | ... | ... | ... | ... | ... | 2·94 | ... | 27·14 | 2nd ,, | |
| 22·64 | ... | 1·26 | ... | 6·41 | 0·23 | ... | ... | ... | 0·07 | ... | 48·37 | ... | 18·17 | 1st half | |
| 22·64 | ... | 1·26 | ... | 6·41 | 0·23 | ... | ... | ... | 0·07 | ... | 48·37 | ... | 18·17 | 2nd ,, | |
| 50·13 | 0·07 | 4·44 | ... | 7·29 | 18·75 | ... | ... | ... | 0·34 | ... | 524·89 | 119·39 | 40·16 | 1st half | |
| 50·13 | 0·07 | 4·44 | ... | 7·29 | 18·75 | ... | ... | 1·10 | 0·34 | ... | 524·89 | 119·39 | 40·16 | 2nd ,, | |
| 199·68 | 11·11 | 59·27 | 3·42 | 4·40 | 306·40 | 57·86 | 23·55 | ... | 121·23 | 200·14 | 246·89 | 207·91 | 143·32 | 1st half | |
| 199·68 | 14·43 | 59·27 | 3·42 | 4·40 | 306·40 | 88·14 | 21·13 | 30·75 | 121·23 | 221·73 | 246·89 | 207·91 | 143·32 | 2nd ,, | |
| 124·21 | 12·13 | 19·56 | 3·06 | 5·81 | 149·83 | 32·34 | 9·75 | ... | 63·90 | 12·71 | 93·71 | 82·48 | 100·31 | 1st half | |
| 124·21 | 10·54 | 19·56 | 3·06 | 5·81 | 149·83 | 47·77 | 8·92 | 6·98 | 63·90 | 13·95 | 93·71 | 82·48 | 100·31 | 2nd ,, | |
| 1/20 | 1/100 | 1/21 | 1/100 | 1/70 | ... | 1/180 | 1/180 | 1/100 | 1/67 | ... | 1/40 | 1/100 | 1/35 | 1st half | 5 |
| 1/20 | 1/100 | 1/21 | 1/100 | 1/70 | ... | 1/180 | 1/180 | 1/100 | 1/67 | ... | 1/40 | 1/100 | 1/35 | 2nd ,, | |
| 0·80 | 0·07 | 0·57 | 3·42 | 3·00 | ... | 1·59 | 1·02 | ... | 0·07 | ... | 2·94 | 3·12 | 9·81 | 1st half | |
| 0·80 | 0·07 | 0·57 | 3·42 | 3·00 | ... | 2·31 | 1·02 | 0·46 | 0·07 | ... | 2·94 | 3·12 | 9·81 | 2nd ,, | |
| 2·15 | 3·30 | 0·41 | 3·21 | 4·31 | 7·11 | 8·13 | 3·50 | 6·49 | 3·60 | 0·80 | 1·53 | 2·92 | 3·17 | 1st half | 6 |
| 2·16 | 4·35 | 0·25 | 1·60 | 3·07 | 4·04 | 2·09 | 1·78 | 2·93 | 1·65 | 1·17 | 0·87 | 2·84 | 1·98 | 2nd ,, | |
| 2·16 | ... | 0·61 | ... | ... | ... | ... | ... | ... | ... | 0·56 | ... | ... | 2·73 | 1st half | 7 |
| 2·17 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1·01 | ... | ... | 1·74 | 2nd ,, | |
| 144,729 | 91,350 | 118,749 | 69,610 | 40,190 | 74,292 | 21,597 | 21,292 | 29,184 | ¶ 49,436 | 53,424 | 78,926 | 69,172 | 80,714 | 1st half | 8 |
| 145,174 | 84,200 | 121,292 | 69,811 | 41,317 | 74,378 | 25,121 | 22,546 | 29,421 | ¶ 49,258 | 59,346 | 79,062 | 69,376 | 84,159 | 2nd ,, | |
| 255 | 207 | 74 | 150 | 123 | 342 | 104 | 46 | 113 | 119 | 67 | 115 | 160 | 220 | 1st half | 9 |
| 253 | 222 | 75 | 105 | 108 | 250 | 60 | 35 | 69 | 79 | 74 | 95 | 159 | 172 | 2nd ,, | |
| 133 | 93 | 55 | 64 | 57 | 134 | 36 | 17 | 40 | 51 | 41 | 68 | 80 | 109 | 1st half | 10 |
| 132 | 83 | 63 | 61 | 55 | 131 | 37 | 20 | 35 | 48 | 44 | 68 | 81 | 105 | 2nd ,, | |
| 4·23 | 3·16 | 2·84 | 2·79 | 3·02 | 3·88 | 3·55 | 2·19 | 5·54 | 3·52 | 2·40 | 2·65 | 2·88 | 3·51 | 1st half | 11 |
| 3·85 | 3·46 | 2·83 | 2·69 | 2·80 | 3·72 | 2·67 | 1·32 | 3·99 | 3·27 | 2·29 | 2·31 | 2·78 | 2·92 | 2nd ,, | |
| 2·22 | 1·42 | 2·09 | 1·19 | 1·38 | 1·52 | 1·23 | 0·83 | 1·96 | 1·51 | 1·47 | 1·57 | 1·44 | 1·74 | 1st half | 12 |
| 1·99 | 1·30 | 2·36 | 1·21 | 1·42 | 1·95 | 1·61 | 0·75 | 2·05 | 1·98 | 1·37 | 1·66 | 1·42 | 1·79 | 2nd ,, | |
| 2·02 | 1·74 | 0·75 | 1·60 | 1·63 | 2·36 | 2·32 | 1·36 | 3·56 | 2·01 | 0·93 | 1·08 | 1·44 | 1·77 | 1st half | 13 |
| 1·86 | 2·16 | 0·47 | 0·88 | 1·39 | 1·77 | 1·06 | 0·57 | 1·93 | 1·29 | 0·92 | 0·65 | 1·36 | 1·13 | 2nd ,, | |
| 7·45 | 6·93 | 8·69 | 5·43 | 7·06 | 6·04 | 5·90 | 4·79 | 8·74 | 8·53 | 7·78 | 7·93 | 8·50 | 9·02 | 1st half | 14 |
| 6·97 | 8·19 | 10·62 | 6·31 | 6·99 | 8·08 | 8·44 | 4·81 | 9·70 | 11·88 | 8·03 | 9·12 | 8·36 | 9·95 | 2nd ,, | |
| 52·35 | 45·05 | 73·61 | 42·66 | 45·91 | 39·10 | 34·75 | 37·71 | 35·56 | 42·91 | 61·09 | 59·15 | 49·95 | 49·59 | 1st half | 15 |
| 51·74 | 37·47 | 83·43 | 57·83 | 50·55 | 53·59 | 60·42 | 56·56 | 51·54 | 60·33 | 60·03 | 71·63 | 51·03 | 61·29 | 2nd ,, | |
| 51·50 | 43·43 | 73·37 | 41·24 | 45·22 | 37·92 | 34·59 | 37·65 | 35·54 | 42·79 | 60·86 | 57·86 | 49·45 | 49·24 | 1st half | 16 |
| 51·15 | 35·44 | 83·39 | 56·71 | 49·96 | 52·52 | 60·32 | 56·54 | 51·20 | 59·61 | 58·80 | 69·86 | 50·49 | 60·99 | 2nd ,, | |
| 52·35 | 47·71 | 73·74 | 42·72 | 45·55 | 39·10 | 34·75 | 37·71 | ... | 42·91 | 61·09 | 59·15 | 49·95 | 50·44 | 1st half | 17 |
| 54·74 | 40·42 | 83·59 | 58·16 | 50·58 | 53·59 | 60·42 | 56·56 | ... | 60·33 | 60·03 | 71·63 | 51·03 | 61·79 | 2nd ,, | |

mile of the Rajputana-Malwa railway, worked over by the undertaking.
only.
and Amráoti railways.
railway only.
State railways only.
the Native states as separate undertakings from the Bhávnagar-Gondal-Junágad-Porbandar railway.

P. T. O.

**Appendix 46.**
Analysis.

**APPEN**

*Analysis of working of each railway*

NOTE. – These statistics are not

| Serial number. | PARTICULARS. | GAUGE. | 5′ 6″ | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Class No. | 1 | 2 (*a*) | 3 | 4 | 5 | 7 | 8 | 9 (*a*) to (*e*) | 9 (*f*) to (*j*) | 10 (*a*) to (*e*) | 11 (*a*) and (*b*) |
| | | Calendar year 1900 by half-years. | East Indian. | Eastern Bengal. | Bengal Central. | Bengal-Nágpur. | East Coast. | Oudh and Rohilkhand. | North Western. | Great Indian Peninsula. | Indian Midland. | Bombay, Baroda and Central India. | The Nizam's Guaranteed State. |
| | **DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.** | | | | | | | | | | | | |
| 18 | Total working expenses for both coaching and goods traffic* in thousands of Rs. . . *R* | 1st half | 1,15,37 | 21,17 | 2,80 | 26,45 | 16,47 | 26,33 | 93,81 | 90,70 | 25,21 | 60,64 | 12,72 |
| | | 2nd „ | 1,19,76 | 22,12 | 4,11 | 24,05 | 16,24 | 25,10 | 95,40 | 86,01 | 25,57 | 44,11 | 8,29 |
| | Proportions, *dividing expenditure in ratio of gross ton-mileage (freight and dead load).* | | | | | | | | | | | | |
| 19 | Coaching in thousands of Rs. . . . . „ | 1st half | 26,61 | 8,98 | 1,57 | 4,27 | 5,30 | 10,05 | 32,33 | 25,58 | 5,66 | 14,67 | 1,79 |
| | | 2nd „ | 30,91 | 6,86 | 1,44 | 6,50 | 4,92 | 11,91 | 38,09 | 31,01 | 7,55 | 15,21 | 1,47 |
| 20 | Goods in thousands of Rs. . . . . „ | 1st half | 88,76 | 12,19 | 1,23 | 22,18 | 11,16 | 16,29 | 61,48 | 65,12 | 19,55 | 45,97 | 10,93 |
| | | 2nd „ | 83,85 | 15,25 | 2,67 | 17,55 | 11,32 | 13,19 | 57,31 | 55,00 | 18,03 | 28,90 | 6,82 |
| | **COACHING TRAFFIC.** | | | | | | | | | | | | |
| | Gross receipts and train-mileage (in thousands)— | | | | | | | | | | | | |
| 21 | Receipts from coaching traffic . . . *R* | 1st half | 1,05,98 | 15,80 | 3,39 | 17,56 | 13,54 | 24,23 | 66,84 | 44,06 | 14,17 | 28,48 | 4,81 |
| | | 2nd „ | 1,10,39 | 15,00 | 3,57 | 16,70 | 12,60 | 23,86 | 67,86 | 43,96 | 12,14 | 28,17 | 4,44 |
| 22 | Coaching train-miles run | 1st half | 2,886 | 541 | 120 | 461 | 346 | 837 | 2,211 | 2,068 | 538 | 789 | 1,27 |
| | | 2nd „ | 3,091 | 521 | 100 | 485 | 351 | 937 | 2,368 | 2,085 | 562 | 813 | 1,37 |
| 23 | Average coaching receipts per train-mile . *R* | 1st half | 3·67 | 2·92 | 2·99 | 3·81 | 3·91 | 2·90 | 3·02 | 2·13 | 2·63 | 3·61 | 3·77 |
| | | 2nd „ | 3·57 | 2·82 | 3·56 | 3·44 | 3·59 | 2·55 | 2·87 | 2·11 | 2·16 | 3·46 | 3·24 |
| | **UNITS AND UNIT-MILEAGE—** | | | | | | | | | | | | |
| | Number of units carried one mile (in thousands)— | | | | | | | | | | | | |
| 24 | 1st class . *Unit-miles* | 1st half | 4,406 | 916 | 48 | 576 | 418 | 1,344 | 3,333 | 4,684 | 1,064 | 1,715 | 326 |
| | | 2nd „ | 4,151 | 695 | 52 | 430 | 514 | 1,196 | 3,189 | 4,615 | 1,029 | 1,392 | 295 |
| 25 | 2nd „ . . „ | 1st half | 12,735 | 1,845 | 300 | 740 | 1,006 | 3,870 | 8,538 | 16,488 | 2,974 | 11,283 | 1,404 |
| | | 2nd „ | 13,535 | 1,647 | 295 | 1,414 | 1,076 | 4,004 | 9,607 | 16,773 | 2,692 | 9,742 | 1,784 |
| 26 | 3rd or intermediate class „ | 1st half | 41,632 | 9,265 | 967 | 1,578 | 628 | 8,635 | 27,510 | ‡23,379 | ‡13,154 | 20,912 | ‡4,599 |
| | | 2nd „ | 43,166 | 9,048 | 1,011 | 1,924 | 828 | 9,064 | 32,363 | ‡26,120 | ‡11,225 | 22,855 | ‡4,177 |
| 27 | 4th or lowest „ „ | 1st half | 593,899 | 88,367 | 19,113 | 141,081 | 90,889 | 140,532 | 436,496 | ‖231,207 | ‖58,273 | 152,068 | ‖26,374 |
| | | 2nd „ | 590,067 | 80,120 | 18,849 | 118,303 | 81,902 | 134,695 | 417,511 | ‖237,849 | ‖51,956 | 147,739 | ‖25,228 |
| 28 | Total passenger unit-mileage . . „ | 1st half | 652,673 | 100,393 | 20,428 | 143,974 | 92,941 | 154,381 | 475,877 | 275,758 | 75,464 | 185,978 | 32,704 |
| | | 2nd „ | 650,923 | 91,509 | 20,207 | 122,071 | 84,321 | 148,961 | 462,670 | 285,357 | 66,903 | 181,728 | 31,485 |
| 29 | Other coaching traffic . . *Ton-miles.* | 1st half | 8,757 | 680 | 136 | 925 | 440 | 1,153 | 4,273 | 5,954 | 1,494 | 2,339 | 422 |
| | | 2nd „ | 11,245 | 793 | 136 | 897 | 446 | 1,345 | 6,397 | 5,247 | 1,098 | 2,219 | 299 |
| | Average sum received for carrying a unit one mile— | | | | | | | | | | | | |
| 30 | 1st class . . *Pies* | 1st half | 15·23 | 13·14 | 13·86 | 13·08 | 15·38 | 11·57 | 10·86 | 11·01 | 10·90 | 9·78 | 15·17 |
| | | 2nd „ | 15·12 | 13·79 | 14·15 | 14·25 | 15·09 | 11·47 | 10·58 | 10·91 | 10·83 | 9·66 | 15·10 |
| 31 | 2nd „ . . „ | 1st half | 6·41 | 6·55 | 7·43 | 10·24 | 6·72 | 5·20 | 5·01 | 4·62 | 5·18 | 4·59 | 4·94 |
| | | 2nd „ | 6·67 | 6·80 | 7·36 | 6·12 | 6·87 | 5·42 | 4·68 | 4·36 | 5·35 | 4·81 | 4·98 |
| 32 | 3rd or intermediate class „ | 1st half | 3·27 | 3·03 | 3·51 | 2·94 | 4·41 | 3·38 | 3·01 | ‡3·00 | ‡2·97 | 2·99 | ‡2·50 |
| | | 2nd „ | 3·30 | 3·08 | 2·46 | 2·92 | 4·54 | 3·36 | 3·02 | ‡3·00 | ‡2·97 | 2·99 | ‡2·50 |
| 33 | 4th or lowest „ „ . „ | 1st half | 2·51 | 2·47 | 2·32 | 2·00 | 2·47 | 2·51 | 2·26 | ‖1·90 | ‖2·55 | 2·25 | ‖2·00 |
| | | 2nd „ | 2·51 | 2·49 | 3·00 | 2·22 | 2·47 | 2·52 | 2·26 | ‖1·93 | ‖2·55 | 2·30 | ‖2·00 |
| 34 | Average for all classes „ | 1st half | 2·72 | 2·70 | 3·11 | 2·09 | 2·58 | 2·71 | 2·41 | 2·31 | 2·84 | 2·54 | 2·33 |
| | | 2nd „ | 2·73 | 2·71 | 3·12 | 2·32 | 2·63 | 2·72 | 2·42 | 2·32 | 2·86 | 2·58 | 2·36 |
| 35 | Other coaching traffic per ton-mile . . „ | 1st half | 29·59 | 48·14 | 38·52 | 38·49 | 44·83 | 40·99 | 31·64 | 35·05 | 38·34 | 31·10 | 38·19 |
| | | 2nd „ | 30·60 | 50·49 | 40·87 | 41·67 | 45·32 | 39·68 | 28·65 | 34·93 | 38·05 | 32·39 | 37·18 |

* Excluding steam-boat expenses, and after deducting telegraph and

† For "freight", passenger units (items 24 to 27) have been
First class passenger with free luggage. . .
Second „ „ „ . . .
Third or fourth class passenger with free luggage
*plus* the ton-mileage of other coaching trains.

‡ Third class by mail train.

‖ Third class by other than mail train.

# DIX 46—*contd.*

## (*by systems*) *during each half-year of 1900*—contd.



prepared by the railways not shown.

| | 3' 3⅜" | | | | | | | | | | | | Gauge. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 (*a*) & (*b*) | 2 (*b*) to (*d*) | 15 | 17 | 18 | 10 (*f*) to (*i*) | 19 | | 20 | 21 | 11 (*c*) | 22 | 24 | 25 | Class No. | Serial number. |
| | | | | | | Jodhpur-Bikaner. | | | | | | | | | |
| Madras. | Eastern Bengal. | Assam-Bengal. | Bengal and North-Western. | Rohilkund and Kumaon. | Rajputana-Malwa. | Jodhpur section. | Bikaner section. | Udaipur Chitor. | Bhávnagar-Gondal-Junágad-Porbandar. | Hyderabad-Gódávári Valley. | Southern Mahratta. | South Indian. | Burma. | Calendar year 1900 by half-years. | |
| 28,84 | 13,57 | 5,99 | 16,90 | 3,72 | 62,37 | 3,40 | 36 | 69 | 5,86 | 2,22 | 27,20 | 22,15 | 29,17 | 1st half | 18 |
| 28,28 | 14,52 | 6,88 | 16,19 | 2,99 | 62,28 | 3,51 | 37 | 61 | 5,40 | 3,81 | 27,20 | 22,58 | 29,69 | 2nd ,, | |
| 9,59 | 4,63 | 2,07 | 5,82 | 1,21 | 10,23 | 85 | 8 | 25 | 2,23 | 62 | 6,97 | 12,08 | 9,92 | 1st half | 19 |
| 9,23 | 5,58 | 2,53 | 7,81 | 1,14 | 14,70 | 1,25 | 10 | 28 | 2,78 | 1,45 | 8,79 | 12,03 | 11,14 | 2nd ,, | |
| 19,25 | 8,94 | 3,92 | 11,08 | 2,50 | 52,14 | 2,55 | 28 | 44 | 3,62 | 1,60 | 20,23 | 10,07 | 19,24 | 1st half | 20 |
| 19,06 | 8,94 | 4,34 | 8,38 | 1,85 | 47,58 | 2,26 | 28 | 33 | 2,62 | 2,36 | 18,42 | 10,55 | 18,55 | 2nd ,, | |
| 21,39 | 12,29 | 5,09 | 15,96 | 3,33 | 32,03 | 2,44 | 24 | 46 | 5,30 | 96 | 14,96 | 26,13 | 28,00 | 1st half | 21 |
| 20,34 | 14,53 | 4,69 | 15,36 | 3,06 | 32,26 | 2,23 | 23 | 44 | 4,85 | 2,49 | 14,08 | 24,46 | 23,32 | 2nd ,, | |
| 628 | 391 | 93 | 709 | 87 | 1,048 | 78 | 12 | 11 | 172 | 38 | 527 | 903 | 651 | 1st half | 22 |
| 694 | 446 | 111 | 821 | 92 | 1,124 | 90 | 17 | 13 | 162 | 94 | 629 | 919 | 693 | 2nd ,, | |
| 3'41 | 3'15 | 5'48 | 2'25 | 3'84 | 3'06 | 3'12 | 1'89 | 4'26 | 3'08 | 2'49 | 2'84 | 2'89 | 4'30 | 1st half | 23 |
| 2'93 | 3'26 | 4'23 | 1'87 | 3'31 | 2'87 | 2'48 | 1'40 | 3'40 | 2'99 | 2'66 | 2'24 | 2'66 | 3'37 | 2nd ,, | |
| 1,765 | 387 | 120 | 360 | 108 | 960 | 40 | 6 | 15 | 163 | 42 | 867 | 707 | 780 | 1st half | 24 |
| 1,648 | 403 | 130 | 343 | 121 | 752 | 24 | 6 | 15 | 143 | 107 | 728 | 677 | 759 | 2nd ,, | |
| 5,908 | 1,158 | 250 | 633 | 592 | 2,827 | 2,15 | 23 | 25 | 1,066 | 196 | 13,151 | 3,388 | 3,502 | 1st half | 25 |
| 5,751 | 11,369 | 241 | 707 | 514 | 3,111 | 2,15 | 21 | 37 | 1,006 | 621 | 2,295 | 2,423 | 3,186 | 2nd ,, | |
| ... | 3,983 | ... | 1,602 | 236 | 8,757 | ... | ... | 49 | 1,015 | ... | ... | ... | ... | 1st half | 26 |
| ... | 5,574 | 50 | 1,822 | 228 | 9,722 | ... | ... | 75 | 609 | ... | ... | ... | ... | 2nd ,, | |
| 139,024 | 74,243 | 28,953 | 136,666 | 21,563 | 242,760 | 20,041 | 1,860 | 3,672 | 29,587 | 7,902 | 110,895 | 226,774 | 159,820 | 1st half | 27 |
| 137,711 | 87,490 | 26,526 | 132,324 | 18,833 | 243,023 | 17,904 | 1,833 | 3,460 | 27,123 | 19,861 | 107,135 | 208,664 | 128,059 | 2nd ,, | |
| 146,698 | 79,771 | 29,323 | 139,260 | 22,499 | 255,304 | 20,296 | 1,889 | 3,761 | 31,831 | 8,140 | 114,913 | 230,870 | 164,102 | 1st half | 28 |
| 145,110 | 94,836 | 20,947 | 135,196 | 19,696 | 256,008 | 18,143 | 1,860 | 3,588 | 28,881 | 20,589 | 110,158 | 211,764 | 132,004 | 2nd ,, | |
| 2,351 | 520 | 141 | 465 | 131 | 2,377 | 123 | 14 | 15 | 184 | 22 | 866 | 614 | 644 | 1st half | 29 |
| 1,499 | 585 | 161 | 373 | 118 | 2,558 | 158 | 14 | 17 | 168 | 58 | 806 | 541 | 599 | 2nd ,, | |
| 11'48 | 13'82 | 15'28 | 12'87 | 25'93 | 13'54 | 18'00 | 18'00 | 17'92 | 11'15 | 11'54 | 11'36 | 11'72 | 14'17 | 1st half | 30 |
| 11'14 | 13'64 | 15'19 | 12'48 | 26'82 | 13'04 | 18'00 | 18'00 | 18'00 | 11'11 | 11'57 | 11'16 | 11'52 | 14'54 | 2nd ,, | |
| 4'89 | 6'65 | 7'65 | 6'07 | 9'29 | 6'35 | 6'00 | 6'00 | 9'00 | 5'44 | 5'22 | 5'46 | 4'56 | 6'61 | 1st half | 31 |
| 4'52 | 6'21 | 7'60 | 6'05 | 10'35 | 6'24 | 6'00 | 6'00 | 9'00 | 5'45 | 4'91 | 5'22 | 5'87 | 7'05 | 2nd ,, | |
| ... | 3'19 | ... | 3'07 | 3'50 | 2'98 | ... | ... | 3'00 | 4'00 | ... | ... | ... | ... | 1st half | 32 |
| ... | 3'11 | 4'50 | 3'06 | 4'00 | 2'98 | ... | ... | 3'00 | 5'64 | ... | ... | ... | ... | 2nd ,, | |
| 2'12 | 2'50 | 3'00 | 2'00 | 2'17 | 2'00 | 2'00 | 2'00 | 1'99 | 2'75 | 2'00 | 2'00 | 1'98 | 3'00 | 1st half | 33 |
| 2'10 | 2'50 | 3'00 | 2'00 | 2'20 | 2'00 | 2'00 | 2'00 | 1'99 | 2'75 | 2'00 | 2'00 | 2'02 | 3'03 | 2nd ,, | |
| 2'34 | 2'65 | 3'09 | 2'06 | 2'48 | 2'13 | 2'07 | 2'10 | 2'11 | 2'92 | 2'13 | 2'16 | 2'05 | 3'13 | 1st half | 34 |
| 2'30 | 2'64 | 3'10 | 2'06 | 2'58 | 2'12 | 2'07 | 2'09 | 2'15 | 2'95 | 2'14 | 2'13 | 2'09 | 3'20 | 2nd ,, | |
| 28'63 | 47'36 | 50'40 | 42'31 | 60'10 | 30'15 | 38'63 | 39'16 | 36'40 | 47'73 | 51'54 | 44'66 | 45'52 | 37'51 | 1st half | 35 |
| 37'72 | 49'56 | 40'07 | 43'27 | 66'25 | 29'32 | 33'71 | 39'47 | 36'39 | 48'14 | 65'33 | 44'62 | 49 79 | 42'99 | 2nd ,, | |

sundry receipts, and leaving only the balance of payments to other lines for mileage, etc.
converted into tons at the following rates, *viz.*:—

. . . . . 0·10 ton.
. . . . . 0·08 ,,
. . . . . 0·06 ,,

*P. T. O.*

Appendix 46
Analysis.

# APPEN

## *Analysis of working of each railway*

NOTE.—These statistics are not

| Serial number. | PARTICULARS. | GAUGE. | 2' 6". | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Class: No. | 1 | 2 (*a*) | 3 | 4 | 5 | 7 | 8 | 9 (*a*) to (*e*) | 9 (*f*) to (*i*) | 10 (*a*) to (*e*) | 11 (*a*) & (*b*) |
| | | Calendar year 1900 by half-years. | East Indian. | Eastern Bengal. | Bengal Central. | Bengal-Nágpur. | East Coast. | Oudh and Rohilkhand. | North Western. | Great Indian Peninsula. | Indian Midland. | Bombay, Baroda and Central India. | The Nizam's Guaranteed State. |
| | COACHING TRAFFIC—*contd.* UNITS AND UNIT-MILEAGE—*concld.* Average number of units in a train— | | | | | | | | | | | | |
| 36 | 1st class . *No.* | 1st half | 1·53 | 1·69 | 0·40 | 1·25 | 1·21 | 1·61 | 1·51 | 2·27 | 1·98 | 2·17 | 2·56 |
| | | 2nd „ | 1·34 | 1·31 | 0·51 | 0·89 | 1·46 | 1·28 | 1·35 | 2·21 | 1·83 | 1·71 | 2·15 |
| 37 | 2nd „ „ | 1st half | 4·41 | 3·41 | 2·51 | 1·61 | 2·91 | 4·63 | 3·86 | 7·97 | 5·52 | 14·31 | 11·02 |
| | | 2nd „ | 4·38 | 3·10 | 2·94 | 2·91 | 3·06 | 4·27 | 4·06 | 8·05 | 4·80 | 11·98 | 13·01 |
| 38 | 3rd or intermediate class *No.* | 1st half | 14·43 | 17·12 | 8·06 | 3·42 | 1·81 | 10·32 | 12·44 | * 11·31 | 132·67 | 26·52 | 242·98 |
| | | 2nd „ | 13·97 | 17·03 | 10·09 | 3·96 | 2·30 | 9·67 | 13·67 | * 12·53 | | 28·11 | 214·46 |
| 39 | 4th or lowest „ „ | 1st half | 205·81 | 163·31 | 159·44 | 306·28 | 262·27 | 167·99 | 197·40 | † 121·82 | 212·52 | 192·82 | |
| | | 2nd „ | 190·89 | 150·84 | 183·10 | 243·76 | 233·13 | 143·71 | 176·33 | † 114·07 | | 181·69 | |
| 40 | Total passenger units „ | 1st half | 226·18 | 185·53 | 170·41 | 312·56 | 268·70 | 184·55 | 215·21 | 133·37 | 140·17 | 235·82 | 256·56 |
| | | 2nd „ | 210·58 | 172·28 | 201·64 | 251·52 | 240·01 | 158·93 | 195·41 | 130·86 | 119·15 | 223·49 | 229·62 |
| 41 | Other coaching traffic *Tons* | 1st half | 3·03 | 1·26 | 1·13 | 2·01 | 1·27 | 1·38 | 1·93 | 2·88 | 2·78 | 2·97 | 3·31 |
| | | 2nd „ | 3·64 | 1·49 | 1·36 | 1·85 | 1·27 | 1·44 | 2·70 | 2·52 | 1·95 | 2·73 | 2·18 |
| | VEHICLES AND VEHICLE-MILEAGE— Number of coaching vehicles (in thousands) hauled one mile— | | | | | | | | | | | | |
| 42 | 1st class *Vehicle-miles* | 1st half | 4,331 | 706 | 119 | 713 | 630 | 1,254 | 3,013 | 3,170 | 1,022 | 936 | 343 |
| | | 2nd „ | 4,252 | 626 | 116 | 780 | 592 | 1,297 | 3,150 | 3,380 | 1,094 | 890 | 317 |
| 43 | 2nd „ „ | 1st half | 4,022 | 663 | 140 | 811 | 663 | 1,009 | 2,950 | 4,243 | 1,050 | 1,587 | 340 |
| | | 2nd „ | 4,224 | 602 | 140 | 864 | 596 | 1,065 | 3,107 | 4,271 | 1,104 | 1,591 | 315 |
| 44 | 3rd or intermediate class *Vehicle-miles* | 1st half | 3,750 | 1,214 | 155 | 442 | 217 | 1,476 | 2,972 | * 1,727 | 696 | 745 | 1,346 |
| | | 2nd „ | 3,983 | 1,208 | 152 | 403 | 438 | 1,474 | 3,293 | * 2,003 | 878 | 878 | 1,433 |
| 45 | 4th or lowest „ „ | 1st half | 28,182 | 3,873 | 1,003 | 5,983 | 4,037 | 6,513 | 19,893 | † 11,698 | 3,225 | 6,577 | |
| | | 2nd „ | 28,109 | 4,082 | 908 | 5,607 | 3,985 | 6,941 | 21,044 | † 11,322 | 3,093 | 6,296 | |
| 46 | Other vehicles „ | 1st half | 4,449 | 918 | 207 | 448 | 633 | 623 | 3,082 | 3,038 | 681 | 1,452 | 364 |
| | | 2nd „ | 4,785 | 1,019 | 220 | 606 | 301 | 681 | 3,424 | 3,680 | 676 | 1,490 | 261 |
| 47 | Brake-vans „ | 1st half | 4,663 | 587 | 185 | 885 | 650 | 1,553 | 4,259 | 3,824 | 956 | 1,000 | 256 |
| | | 2nd „ | 5,503 | 579 | 143 | 951 | 640 | 1,724 | 4,610 | 3,864 | 963 | 1,072 | 274 |
| 48 | Total . „ | 1st half | 49,397 | 7,961 | 1,809 | 9,282 | 6,830 | 12,428 | 36,178 | 27,691 | 7,730 | 12,297 | 2,549 |
| | | 2nd „ | 50,856 | 8,116 | 1,678 | 9,211 | 6,552 | 13,182 | 38,620 | 28,520 | 7,809 | 12,217 | 2,600 |
| | Average number of vehicles in a coaching train— | | | | | | | | | | | | |
| 49 | 1st class . *No.* | 1st half | 1·50 | 1·30 | 0·99 | 1·55 | 1·82 | 1·50 | 1·36 | 1·53 | 1·90 | 1·19 | 1·69 |
| | | 2nd „ | 1·38 | 1·18 | 1·16 | 1·60 | 1·68 | 1·38 | 1·33 | 1·62 | 1·98 | 1·09 | 1·34 |
| 50 | 2nd „ . „ | 1st half | 1·39 | 1·23 | 1·17 | 1·76 | 1·92 | 1·21 | 1·34 | 2·05 | 1·95 | 2·01 | 2·67 |
| | | 2nd „ | 1·36 | 1·13 | 1·39 | 1·78 | 1·70 | 1·14 | 1·31 | 2·05 | 1·97 | 1·96 | 2·30 |
| 51 | 3rd or intermediate class *No.* | 1st half | 1·30 | 2·24 | 1·30 | 0·96 | 0·63 | 1·76 | 1·34 | *0·83 | 7·47 | 0·94 | 10·55 |
| | | 2nd „ | 1·29 | 2·28 | 1·51 | 0·83 | 1·25 | 1·57 | 1·39 | * 0·96 | 7·07 | 1·08 | 10·45 |
| 52 | 4th or lowest „ | 1st half | 9·77 | 7·16 | 7·95 | 12·99 | 11·67 | 7·79 | 9·00 | † 5·66 | | 8·34 | |
| | | 2nd „ | 9·09 | 7·68 | 9·07 | 11·55 | 11·34 | 7·40 | 8·89 | † 5·43 | | 7·74 | |
| 53 | Other vehicles „ | 1st half | 1·54 | 1·70 | 2·92 | 0·97 | 1·83 | 0·74 | 1·39 | 1·47 | 1·26 | 1·84 | 2·06 |
| | | 2nd „ | 1·55 | 1·92 | 2·20 | 1·25 | 0·86 | 0·73 | 1·45 | 1·77 | 1·20 | 1·83 | 1·91 |
| 54 | Brake-vans „ | 1st half | 1·62 | 1·08 | 1·54 | 1·92 | 1·88 | 1·86 | 1·93 | 1·85 | 1·78 | 1·27 | 2·00 |
| | | 2nd „ | 1·78 | 1·09 | 1·42 | 1·96 | 1·8 | 1·84 | 1·94 | 1·85 | 1·71 | 1·32 | 2·09 |
| 55 | Total . „ | 1st half | 17·12 | 14·71 | 15·87 | 20·15 | 19·75 | 14·86 | 16·36 | 13·39 | 14·36 | 15·59 | 19·97 |
| | | 2nd „ | 16·45 | 15·28 | 16·75 | 18·97 | 18·65 | 14·06 | 16·31 | 13·68 | 13·90 | 15·02 | 18·97 |
| | Average earnings per coaching vehicle per mile— | | | | | | | | | | | | |
| 56 | 1st class . *Pies* | 1st half | 15·49 | 17·05 | 5·62 | 10·57 | 10·22 | 12·41 | 12·01 | 16·27 | 11·34 | 17·91 | 14·45 |
| | | 2nd „ | 14·78 | 15·31 | 6·26 | 7·87 | 13·10 | 10·59 | 10·71 | 14·89 | 10·18 | 15·11 | 14·08 |
| 57 | 2nd „ . „ | 1st half | 20·30 | 18·20 | 15·91 | 9·34 | 10·19 | 19·92 | 14·47 | 17·96 | 14·68 | 32·69 | 20·38 |
| | | 2nd „ | 21·37 | 18·59 | 15·56 | 10·01 | 12·41 | 20·39 | 14·46 | 17·13 | 13·05 | 29·43 | 28·20 |
| 58 | 3rd or intermediate class *Pies.* | 1st half | 36·34 | 23·18 | 21·85 | 10·51 | 12·76 | 19·75 | 27·87 | * 40·85 | * 56·20 | 83·97 | 47·81 |
| | | 2nd „ | 35·74 | 23·05 | 23·14 | 13·93 | 8·59 | 20·64 | 29·59 | * 39·09 | * 37·97 | 77·78 | 42·50 |
| 59 | 4th or lowest „ „ | 1st half | 52·89 | 56·43 | 45·19 | 47·11 | 55·56 | 54·22 | 49·58 | † 37·56 | † 44·69 | 52·13 | |
| | | 2nd „ | 52·65 | 48·84 | 62·25 | 46·89 | 50·88 | 48·81 | 44·84 | † 40·53 | † 42·81 | 54·08 | |
| 60 | Other vehicles „ | 1st half | 58·26 | 35·66 | 25·32 | 79·37 | 31·12 | 75·89 | 43·87 | 68·67 | 84·09 | 50·12 | 61·12 |
| | | 2nd „ | 71·91 | 39·30 | 25·28 | 61·65 | 67·01 | 78·44 | 53·51 | 40·80 | 61·75 | 48·25 | 42·46 |

* Third class by mail trains. † Third class by other than mail trains.

## DIX 46—*contd.*



*(by systems) during each half-year of 1900*—contd.

prepared by the railways not shown.

| | 3′ 3⅜″ | | | | | | | | | | | | GAUGE. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 2 (*b*) *to* (*d*) | 15 | 17 | 18 | 10 to (*f*) (*i*) | 19 | | 20 | 21 | 11 (*c*). | 22 | 24 | 25 | Class No. | Serial number. |
| Madras | Eastern Bengal. | Assam-Bengal. | Bengal and North-Western. | Rohilkund and Kumaon | Rajputana-Malwa. | Jodhpur-Bikaner. Jodhpur section. | Bikaner section. | Udaipur-Chitor. | Bhávnagar-Gondal-Junágad-Porbandar. | Hyderabad-Godávári Valley. | Southern Mahratta. | South Indian. | Burma. | Calendar year 1900 by half-years. | |
| 2·81 | 0·99 | 1·29 | 0·51 | 1·25 | 0·91 | 0·51 | 0·48 | 1·41 | 0·95 | 1·09 | 1·65 | 0·78 | 1·20 | 1st half | 36 |
| 2·38 | 0·90 | 1.18 | 0·42 | 1·31 | 0·67 | 0·27 | 0·33 | 1·14 | 0·88 | 1·15 | 1·15 | 0 74 | 1·09 | 2nd ,, | |
| 9·42 | 2·96 | 2·70 | 0·89 | 6·83 | 2·70 | 2·75 | 1·74 | 2·35 | 6·19 | 5·09 | 5·98 | 3·75 | 5·38 | 1st half | 37 |
| 8·29 | 3·07 | 2·17 | 0·86 | 5·55 | 2·77 | 2·38 | 1·27 | 2·90 | 6·21 | 6·63 | 3·65 | 2·64 | 4·60 | 2nd ,, | |
| ... | 10·20 | ... | 2·26 | 2·73 | 8·36 | ... | ... | 4·56 | 5·90 | ... | ... | ... | ... | 1st half | 38 |
| ... | 12·49 | 0·45 | 2·22 | 2·47 | 8·05 | ... | ... | 5·81 | 3·76 | ... | ... | ... | ... | 2nd ,, | |
| 221·53 | 190·08 | 311·97 | 192·69 | 248·85 | 231·64 | 255·80 | 149·90 | 343·28 | 171·84 | 204·96 | 219·57 | 251·13 | 245·40 | 1st half | 39 |
| 198·56 | 196·00 | 239·42 | 161·14 | 203·61 | 216·28 | 198·63 | 111·04 | 266 83 | 167·37 | 212·13 | 170·27 | 227·13 | 184·79 | 2nd ,, | |
| 233·76 | 204·23 | 315·96 | 196·35 | 259·66 | 243·61 | 259·06 | 152·11 | 351·62 | 184·88 | 211·14 | 218·20 | 255·66 | 251·98 | 1st half | 40 |
| 909·23 | 212·46 | 243·22 | 164·64 | 212·94 | 228·37 | 201 28 | 112·64 | 276·69 | 178 22 | 219·91 | 175·07 | 230·51 | 190·48 | 2nd ,, | |
| 3·75 | 1·33 | 1·53 | 0·66 | 1·51 | 2·27 | 1·58 | 1·12 | 1·46 | 1·07 | 0·58 | 1·63 | 0·68 | 0·99 | 1st half | 41 |
| 2·16 | 1·31 | 1·45 | 0·45 | 1·28 | 2·28 | 1·75 | 0·85 | 1·35 | 1·04 | 0·62 | 1·28 | 0·59 | 0·86 | 2nd ,, | |
| 883 | 670 | 175 | 1,173 | 193 | 1,692 | 101 | 12 | 17 | 317 | 91 | 704 | 935 | 1,254 | 1st half | 42 |
| 864 | 647 | 178 | 1,255 | 192 | 1,748 | 105 | 12 | 17 | 291 | 170 | 748 | 992 | 1,254 | 2nd ,, | |
| 1,050 | 593 | 174 | 964 | 176 | 1,572 | 100 | 14 | 14 | 424 | 90 | 860 | 1,174 | 1,781 | 1st half | 43 |
| 1,025 | 594 | 176 | 1,131 | 150 | 1,607 | 99 | 16 | 15 | 394 | 164 | 873 | 1,229 | 1,675 | 2nd ,, | |
| ... | 1,087 | ... | 640 | 124 | 931 | ... | ... | 26 | 300 | ... | ... | ... | ... | 1st half | 44 |
| ... | 1,218 | 95 | 971 | 111 | 1,094 | ... | ... | 26 | 251 | ... | ... | ... | ... | 2nd ,, | |
| 5,759 | 4,769 | 1,760 | 10,087 | 1,576 | 15,951 | 1,234 | 123 | 235 | 2,063 | 349 | 7,892 | 12,638 | 10,056 | 1st half | 45 |
| 6,025 | 5,335 | 1,749 | 11,321 | 1,533 | 16,937 | 1,222 | 147 | 232 | 1,807 | 880 | 8,938 | 12,838 | 10,186 | 2nd ,, | |
| 1,032 | 822 | 415 | 265 | 102 | 1,295 | 69 | 7 | 4 | 133 | 75 | 541 | 2,123 | 1,072 | 1st half | 46 |
| 871 | 696 | 288 | 253 | 94 | 1,427 | 74 | 5 | 3 | 120 | 58 | 543 | 1,887 | 1,133 | 2nd ,, | |
| ... | 460 | 149 | 1,215 | 161 | 2,986 | 234 | 31 | 50 | 477 | 77 | 1,044 | 5 | 834 | 1st half | 47 |
| ... | 447 | 111 | 1,482 | 181 | 3,067 | 246 | 32 | 49 | 415 | 187 | 1,253 | 342 | 911 | 2nd ,, | |
| 8,724 | 8,401 | 2,673 | 14,344 | 2,332 | 24,427 | 1,738 | 187 | 346 | 3,714 | 682 | 10,541 | 16,875 | 14,997 | 1st half | 48 |
| 8,785 | 8,937 | 2,597 | 16,413 | 2,261 | 25,850 | 1,746 | 212 | 342 | 3,284 | 1,459 | 11,455 | 17,288 | 15,159 | 2nd ,, | |
| 1·41 | 1·72 | 1·88 | 1·66 | 2·22 | 1·61 | 1·29 | 0·97 | 1·58 | 1·85 | 2·36 | 1·34 | 1·03 | 1·92 | 1st half | 49 |
| 1·25 | 1·45 | 1 61 | 1·53 | 2·07 | 1·53 | 1·17 | 0·71 | 1·32 | 1·80 | 1·82 | 1·19 | 1·08 | 1·81 | 2nd ,, | |
| 1·67 | 1·52 | 1·87 | 1·36 | 2·03 | 1·50 | 1·27 | 1·10 | 1·31 | 2·46 | 2·32 | 1·63 | 1·30 | 2·74 | 1st half | 50 |
| 1·48 | 1·33 | 1·59 | 1·38 | 1·63 | 1·43 | 1·10 | 0·94 | 1·16 | 2·43 | 1·75 | 1·39 | 1·34 | 2·42 | 2nd ,, | |
| ... | 2·78 | ... | 0·90 | 1·43 | 0·89 | ... | ... | 2·45 | 1·74 | ... | ... | ... | ... | 1st half | 51 |
| ... | 2·73 | 0·86 | 1·18 | 1·20 | 0 97 | ... | ... | 1·98 | 1·58 | ... | ... | ... | ... | 2nd ,, | |
| 9·18 | 12·21 | 18·96 | 14·22 | 18·19 | 15·22 | 15·75 | 9·92 | 21·99 | 11·98 | 9·05 | 14·04 | 14·00 | 15·44 | 1st half | 52 |
| 8·69 | 11·95 | 15·79 | 13·79 | 16·57 | 15·07 | 13·56 | 8·90 | 17·85 | 11·15 | 9·39 | 12·78 | 13·97 | 14 70 | 2nd ,, | |
| 1·64 | 2·10 | 4·48 | 0·37 | 1·19 | 1·24 | 0·88 | 0·60 | 0·35 | 0·77 | 1·94 | 1·03 | 2·35 | 1·65 | 1st half | 53 |
| 1·25 | 1·56 | 2·59 | 0·31 | 1·02 | 1·27 | 0·82 | 0·33 | 0 22 | 0·74 | 0 62 | 0·86 | 2·05 | 1·63 | 2nd ,, | |
| ... | 1·18 | 1·60 | 1·71 | 1·86 | 2·85 | 2·99 | 2·50 | 4·67 | 2·77 | 2·00 | 1·98 | 0·01 | 1·28 | 1st half | 54 |
| ... | 1·00 | 1·00 | 1·80 | 1·95 | 2·73 | 2·73 | 1·93 | 3·72 | 2·56 | 2·00 | 1·99 | 0·37 | 1·31 | 2nd ,, | |
| 13·90 | 21·51 | 28·79 | 20·22 | 26·92 | 23·31 | 22·18 | 15·09 | 32·38 | 21·57 | 17·67 | 20·02 | 18·69 | 23·03 | 1st half | 55 |
| 12·67 | 20 02 | 23·44 | 19·99 | 24·44 | 23·00 | 19·30 | 12·81 | 26·35 | 20·26 | 15·58 | 18·21 | 18·81 | 21·87 | 2nd ,, | |
| 22·94 | 7·98 | 10·50 | 3·95 | 14·60 | 7·68 | 7·20 | 8·83 | 16·01 | 5·73 | 5·35 | 13·99 | 8·86 | 8·82 | 1st half | 56 |
| 21·24 | 8·50 | 11·13 | 3·41 | 16·99 | 5·71 | 4·20 | 8·44 | 15·57 | 5 44 | 7·31 | 10·86 | 7·86 | 8·80 | 2nd ,, | |
| 27·52 | 12·96 | 11·00 | 3·98 | 31·24 | 11·43 | 12·96 | 9·46 | 16·10 | 13·68 | 11·44 | 20·01 | 13·16 | 12·99 | 1st half | 57 |
| 25·39 | 14·32 | 10·39 | 3·78 | 35·34 | 12·08 | 12·99 | 8 07 | 22·37 | 13·93 | 18·60 | 13·74 | 11·58 | 13·41 | 2nd ,, | |
| ... | 11·68 | ... | 7·69 | 6·68 | 28·07 | ... | ... | 5·57 | 13·56 | ... | ... | ... | ... | 1st half | 58 |
| ... | 14·23 | 2·35 | 5·74 | 8·25 | 26·50 | ... | ... | 8·81 | 13·39 | ... | ... | ... | ... | 2nd ,, | |
| 51·09 | 38·92 | 49·36 | 27·10 | 29·68 | 30·48 | 32·49 | 30·24 | 31·08 | 39·44 | 45·28 | 29·99 | 35·61 | 47·66 | 1st half | 59 |
| 48·06 | 41·00 | 45·49 | 23·37 | 27·01 | 28·70 | 29·30 | 24·95 | 29·74 | 41·28 | 45·17 | 26·65 | 32·76 | 38·15 | 2nd ,, | |
| 65·18 | 29·97 | 17·19 | 74·46 | 76·68 | 55·34 | 69·06 | 73·77 | 148·96 | 66·28 | 15·15 | 71·04 | 13·16 | 22·53 | 1st half | 60 |
| 64·90 | 41·62 | 22·47 | 63·76 | 83·27 | 52·55 | 21·81 | 101·27 | 215·11 | 67·10 | 65·60 | 66·23 | 14·28 | 22·72 | 2nd ,, | |

# Appendix 46.
Analysis.

## APPEN
*Analysis of working of each railway*

NOTE.—These statistic are not

| Serial number. | PARTICULARS. | GAUGE. | 5' 6" | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Class: No. | 1 | 2(a) | 3 | 4 | 5 | 7 | 8 | 9 (a) to (e) | 9 (f) to (i) | 10 (a) to (e) | 11 (a) & (b) |
| | | Calendar year 1900 by half-years. | East Indian. | Eastern Bengal. | Bengal Central. | Bengal-Nágpur. | East Coast. | Oudh and Rohilkhand. | North Western. | Great Indian Peninsula. | Indian Midland. | Bombay, Baroda and Central India. | The Nizam's Guaranteed State. |
| | COACHING TRAFFIC—*contd.* | | | | | | | | | | | | |
| | VEHICLES AND VEHICLE-MILEAGE—*concld.* | | | | | | | | | | | | |
| | Carrying capacity hauled one mile (excluding brakes) (in thousands)— | | | | | | | | | | | | |
| 61 | 1st class . . . *Seats* | 1st half | 63,587 | 15,206 | 2,059 | 9,107 | 6,641 | 26,818 | 42,932 | 45,579 | 15,518 | 20,859 | 4,396 |
| | | 2nd „ | 63,624 | 13,063 | 2,030 | 10,063 | 7,727 | 27,016 | 44,996 | 46,319 | 16,411 | 20,061 | 4,937 |
| 62 | 2nd „ . . . „ | 1st half | 87,768 | 17,532 | 3,135 | 14,527 | 10,564 | 28,117 | 57,867 | 114,552 | 22,402 | 69,535 | 5,844 |
| | | 2nd „ | 93,219 | 16,697 | 3,099 | 15,408 | 10,118 | 29,262 | 60,514 | 114,995 | 23,660 | 69,712 | 5,432 |
| 63 | 3rd or intermediate class „ | 1st half | 188,489 | 63,824 | 8,285 | 17,051 | 3,587 | 52,558 | 99,145 | *86,128 | *40,708 | 48,752 | 78,932 |
| | | 2nd „ | 199,478 | 63,126 | 8,607 | 15,598 | 11,580 | 52,547 | 109,973 | *104,024 | *39,204 | 49,625 | |
| 64 | 4th or lowest „ „ | 1st half | 1,562,183 | 226,950 | 52,206 | 295,436 | 221,357 | 354,069 | 1,042,063 | †586,219 | †193,139 | 376,318 | 83,928 |
| | | 2nd „ | 1,662,001 | 238,520 | 49,364 | 271,773 | 218,379 | 379,950 | 1,102,114 | †574,069 | †176,237 | 350,916 | |
| 65 | Other vehicles . *Tons* | 1st half | 43,746 | 8,818 | 3,407 | 3,078 | 4,097 | 14,234 | 34,277 | 16,319 | 5,109 | 7,243 | 4,931 |
| | | 2nd „ | 43,835 | 9,805 | 3,181 | 3,845 | 5,603 | 15,314 | 38,915 | 20,237 | 5,822 | 7,433 | 5,007 |
| | Percentage of freight upon capacity hauled— | | | | | | | | | | | | |
| 66 | 1st class . . *Per cent.* | 1st half | 6·93 | 6·02 | 2·34 | 6·33 | 6·30 | 5·61 | 7·76 | 10·28 | 6·85 | 8·22 | 7·42 |
| | | 2nd „ | 6·53 | 5·32 | 2·54 | 4·28 | 6·65 | 4·23 | 7·09 | 9·96 | 6·27 | 6·94 | 7·32 |
| 67 | 2nd „ . . . „ | 1st half | 14·51 | 10·52 | 9·58 | 5·10 | 9·53 | 13·76 | 14·75 | 14·39 | 13·27 | 16·23 | 24·03 |
| | | 2nd „ | 14·52 | 10·49 | 9·51 | 9·18 | 10·64 | 13·68 | 15·88 | 14·59 | 11·38 | 13·98 | 32,84 |
| 68 | 3rd or intermediate class . . „ | 1st half | 22·09 | 14·52 | 11·67 | 9·26 | 17·50 | 16·43 | 27·75 | *27·14 | *32·31 | 42·89 | 39·24 |
| | | 2nd „ | 21·64 | 14·33 | 11·75 | 12·33 | 7·15 | 17·25 | 29·43 | *25·42 | *22·63 | 46·05 | |
| 69 | 4th or lowest intermediate class . „ | 1st half | 38·02 | 38·94 | 36·62 | 47·76 | 41·06 | 39·69 | 41·89 | †39·40 | †30·17 | 40·41 | 35·04 |
| | | 2nd „ | 35·50 | 33·59 | 38·18 | 43·33 | 37·50 | 35·45 | 37·88 | †41·43 | †29·48 | 42·10 | |
| 70 | Other vehicles . „ | 1st half | 20·02 | 7·71 | 3·93 | 30·04 | 10·74 | 8·10 | 12·47 | 36·48 | 29·24 | 32·29 | 8·57 |
| | | 2nd „ | 25·65 | 8·09 | 4·28 | 23·33 | 7·95 | 8·79 | 16·44 | 25·93 | 18·85 | 29·85 | 5·97 |
| | WEIGHT OF TRAIN AND TON-MILEAGE— | | | | | | | | | | | | |
| | Gross ton-mileage of all coaching trains (in thousands)— | | | | | | | | | | | | |
| 71 | Freight . . . . | 1st half | 48,349 | 6,777 | 1,370 | 9,600 | 6,053 | 10,547 | 33,130 | 23,016 | 6,124 | 13,792 | 2,426 |
| | | 2nd „ | 50,737 | 6,344 | 1,356 | 8,267 | 3,547 | 10,411 | 34,477 | 22,888 | 5,207 | 13,373 | 2,435 |
| 72 | Dead weight . . . | 1st half | 663,366 | 116,988 | 24,792 | 116,479 | 99,649 | 182,382 | 511,703 | 445,931 | 123,075 | 185,779 | 33,870 |
| | | 2nd „ | 689,822 | 118,146 | 21,877 | 116,546 | 98,763 | 206,800 | 546,450 | 463,087 | 126,034 | 185,836 | 36,084 |
| 73 | Total . . . . | 1st half | 711,715 | 123,765 | 26,162 | 126,079 | 105,702 | 192,929 | 544,833 | 468,947 | 129,199 | 199,571 | 36,296 |
| | | 2nd „ | 740,559 | 124,490 | 23,233 | 124,813 | 104,310 | 217,211 | 580,927 | 485,975 | 131,241 | 199,209 | 38,319 |
| | Average weight of a coaching train— | | | | | | | | | | | | |
| 74 | Freight . . . *Tons* | 1st half | 16·78 | 12·53 | 14·43 | 20·84 | 17·50 | 12·61 | 14·98 | 11·13 | 11·32 | 17·49 | 19·03 |
| | | 2nd „ | 16·41 | 11·94 | 13·54 | 17·03 | 15·79 | 11·11 | 14·56 | 10·98 | 9·27 | 16·45 | 16·30 |
| 75 | Dead weight . . „ | 1st half | 229·88 | 216·20 | 206·82 | 252·86 | 288·10 | 218·02 | 231·41 | 215·67 | 228·61 | 235·57 | 265·71 |
| | | 2nd „ | 223·16 | 222·43 | 218·31 | 240·14 | 281·11 | 220·64 | 230·79 | 222·09 | 224·45 | 228·54 | 263·16 |
| 76 | Total . . . . „ | 1st half | 246·63 | 228·73 | 218·25 | 273·70 | 305·60 | 230·63 | 246·39 | 226·80 | 239·98 | 253·06 | 284·74 |
| | | 2nd „ | 239·57 | 234·37 | 231·85 | 257·17 | 296·90 | 231·75 | 245·35 | 233·07 | 233·72 | 244·99 | 279·46 |
| | COST OF WORKING AND PROFIT— | | | | | | | | | | | | |
| 77 | Average cost of hauling a coaching train one mile . . *R* | 1st half | 0·92 | 1·66 | 1·31 | 0·93 | 1·53 | 1·20 | 1·46 | 1·24 | 1·05 | 1·86 | 1·40 |
| | | 2nd „ | 1·00 | 1·29 | 1·44 | 1·34 | 1·40 | 1·27 | 1·61 | 1·49 | 1·34 | 1·87 | 1·07 |
| 78 | Average cost of hauling a coaching vehicle with its load one mile . . . *Pies* | 1st half | 11·42 | 23·39 | 18·50 | 9·86 | 16·48 | 17·74 | 19·45 | 20·58 | 16·05 | 24·94 | 14·95 |
| | | 2nd „ | 13·09 | 17·48 | 18·03 | 15·11 | 15·97 | 19·96 | 21·50 | 24·15 | 21·16 | 26·21 | 12·12 |
| | Average cost of hauling a coaching unit one mile— | | | | | | | | | | | | |
| 79 | Per passenger unit . *Pies* | 1st half | 0·71 | 1·48 | 1·28 | 0·54 | 1·00 | 1·18 | 1·19 | 1·53 | 1·30 | 1·35 | 0·94 |
| | | 2nd „ | 0·81 | 1·22 | 1·20 | 0·95 | 1·05 | 1·45 | 1·42 | 1·77 | 1·96 | 1·42 | 0·81 |
| 80 | Other traffic per ton . „ | 1st half | 5·60 | 35·12 | 28·48 | 4·73 | 19·85 | 8·73 | 13·24 | 11·62 | 7·31 | 13·37 | 8·76 |
| | | 2nd „ | 5·68 | 25·18 | 24·70 | 9·21 | 13·04 | 9·21 | 11·35 | 17·32 | 12·42 | 15·08 | 9·43 |
| 81 | Average profit on working a coaching train one mile . *R* | 1st half | 2·75 | 1·26 | 1·68 | 2·88 | 2·38 | 1·70 | 1·56 | 0·89 | 1·58 | 1·75 | 2·37 |
| | | 2nd „ | 2·57 | 1·53 | 2·12 | 2·10 | 2·19 | 1·28 | 1·26 | 0·62 | 0·82 | 1·59 | 2·17 |
| | Average profit on working a coaching vehicle one mile— | | | | | | | | | | | | |
| 82 | 1st class . . . *Pies* | 1st half | 4·07 | —6·34 | —12·88 | 0·71 | —6·26 | —5·33 | —7·44 | —4·31 | —4·71 | —7·03 | —0·50 |
| | | 2nd „ | 1·69 | —2·17 | —11·77 | —7·24 | —2·87 | —9·37 | —10·79 | —9·26 | —10·98 | —11·10 | 1·96 |
| 83 | 2nd „ . . . „ | 1st half | 8·88 | —5·19 | —2·59 | —0·52 | —6·29 | —2·18 | —4·98 | —2·62 | —1·37 | 7·75 | 5·43 |
| | | 2nd „ | 8·28 | 1·11 | —2·47 | —5·10 | —3·56 | 0·43 | —7·04 | —7·02 | —8·11 | 3·22 | 16·08 |
| 84 | 3rd or intermediate class . . . „ | 1st half | 24·98 | —0·21 | 3·35 | 0·65 | —3·72 | 2·01 | 8·42 | *20·27 | *40·15 | 59·03 | 32·86 |
| | | 2nd „ | 22·65 | 5·57 | 5·11 | 1·18 | —7·38 | 0·68 | 8·09 | *14·94 | *16·81 | 51·57 | |
| 85 | 4th or lowest intermediate class . . „ | 1st half | 41·47 | 33·04 | 26·69 | 37·25 | 39·08 | 36·48 | 30·13 | †16·99 | †28·64 | 27·19 | 30·38 |
| | | 2nd „ | 39·56 | 31·36 | 44·22 | 31·78 | 34·91 | 28·85 | 23·34 | †16·38 | †21·67 | 27·87 | |
| 86 | Other vehicles . . „ | 1st half | 46·84 | 12·27 | 6·82 | 69·51 | 14·64 | 58·15 | 24·42 | 48·09 | 68·04 | 25·18 | 46·17 |
| | | 2nd „ | 58·82 | 21·82 | 7·25 | 40·54 | 51·04 | 58·48 | 32·01 | 25·65 | 40·59 | 22·04 | 30·34 |

* Third class by mail trains.

† Third class by other than mail trains.

## DIX 46—*contd.*

*(by systems) during each half-year of 1900*—contd.

prepared by the railways not shown.

| | 3′ 3⅜″ | | | | | | | | | | | | Gauge. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 2 (*b*) to (*d*) | 15 | 17 | 18 | 10 (*f*) to (*i*) | 19 | | 20 | 21 | 11 (*c*) | 22 | 24 | 25 | Class : No. | Serial number. |
| Madras. | Eastern Bengal. | Assam-Bengal. | Bengal and North-Western. | Rohilkund and Kumaon. | Rajputana-Malwa. | Jodhpur-Bikaner. Jodhpur section. | Jodhpur-Bikaner. Bikaner section. | Udaipur-Chitor. | Bhávnagar-Gondal-Junágad-Porbandar. | Hyderabad-Godávári Valley. | Southern Mahratta. | South Indian. | Burma. | Calendar year 1900 by half-years. | |
| 10,538 | 7,157 | 1,565 | 11,367 | 2,311 | 17,820 | 1,182 | 141 | 207 | 3,345 | 1,331 | 5,654 | 8,052 | 10,030 | 1st half | 61 |
| 10,212 | 27,906 | 1,596 | 12,207 | 2,394 | 18,198 | 1,237 | 169 | 214 | 3,067 | 2,594 | 6,012 | 8,016 | 10,250 | 2nd „ | |
| 20,072 | 7,010 | 2,728 | 15,244 | 2,111 | 20,416 | 1,191 | 150 | 169 | 5,682 | 2,069 | 10,814 | 14,908 | 23,703 | 1st half | 62 |
| 19,659 | 7,079 | 2,760 | 17,795 | 1,805 | 21,062 | 1,187 | 139 | 166 | 5,195 | 3,749 | 10,957 | 15,631 | 22,039 | 2nd „ | |
| ... | 18,839 | ... | 14,403 | 2,698 | 25,044 | ... | ... | 630 | 5,882 | ... | ... | ... | ... | 1st half | 63 |
| ... | 21,338 | 822 | 22,183 | 2,326 | 29,155 | ... | ... | 616 | 3,360 | ... | ... | ... | ... | 2nd „ | |
| 298,923 | 149,359 | 63,325 | 306,685 | 55,839 | 525,598 | 39,202 | 3,987 | 6,784 | 62,318 | 16,811 | 236,016 | 393,424 | 291,950 | 1st half | 64 |
| 312,696 | 165,217 | 62,964 | 333,196 | 18,944 | 562,263 | 39,053 | 4,759 | 6,681 | 53,884 | 39,088 | 257,252 | 399,351 | 297,659 | 2nd „ | |
| 4,588 | 3,584 | 2,200 | 694 | 494 | 8,186 | 553 | 59 | 15 | 481 | 671 | 1,509 | 4,434 | 5,044 | 1st half | 65 |
| 3,764 | 3,023 | 1,410 | 1,738 | 501 | 9,028 | 585 | 54 | 12 | 436 | 339 | 1,515 | 4,614 | 5,337 | 2nd „ | |
| 16·75 | 5·41 | 7·67 | 3·16 | 4·69 | 5·38 | 3·41 | 4·21 | 7·30 | 4·88 | 3·17 | 15·34 | 8·78 | 7·78 | 1st half | 66 |
| 16·13 | 5·10 | 8·17 | 2·81 | 5·28 | 4·13 | 1·98 | 3·27 | 7 01 | 4·65 | 4·15 | 12·11 | 7 85 | 7·40 | 2nd „ | |
| 29·44 | 16·51 | 9·17 | 4·15 | 28·03 | 13·85 | 18·06 | 14·35 | 14·85 | 18·75 | 9·49 | 29·14 | 22·73 | 14·77 | 1st half | 67 |
| 29 76 | 19·34 | 8·73 | 3·97 | 28·45 | 14·77 | 18·10 | 15·03 | 22·60 | 19 37 | 16·56 | 20·95 | 15·50 | 14·46 | 2nd „ | |
| ... | 21·14 | ... | 11·12 | 8·76 | 34·97 | ... | ... | 7·74 | 17·26 | ... | ... | ... | ... | 1st half | 68 |
| ... | 26·12 | 6·05 | 8·21 | 9 80 | 33·35 | ... | ... | 12·23 | 18 11 | ... | ... | ... | ... | 2nd „ | |
| 46·51 | 49·71 | 45·73 | 44·56 | 38·62 | 46·19 | 51·12 | 46·77 | 54 13 | 47·48 | 47·00 | 46·99 | 57·64 | 54·74 | 1st half | 69 |
| 44·04 | 52·99 | 42·13 | 39·71 | 99 41 | 43·22 | 45·84 | 38·53 | 51·79 | 50·34 | 50·81 | 41·65 | 52·25 | 43·02 | 2nd „ | |
| 51·23 | 14·52 | 6·43 | 67·07 | 26·49 | 29·03 | 24·34 | 23·84 | 102·30 | 38·36 | 3·31 | 57·02 | 13·84 | 12·77 | 1st half | 70 |
| 39.81 | 19·35 | 11·44 | 21·49 | 23·63 | 28·33 | 27·04 | 25·79 | 147 78 | 38·50 | 17·18 | 53·20 | 11·73 | 11·22 | 2nd „ | |
| 11,341 | 5,345 | 1,911 | 8,849 | 1,497 | 17,790 | 1,347 | 128 | 242 | 2,122 | 516 | 7,853 | 14,562 | 10,591 | 1st half | 71 |
| 10,386 | 5,734 | 1,788 | 8,513 | 1,315 | 18,047 | 1,252 | 126 | 234 | 1,926 | 1,310 | 7,491 | 13,322 | 11,174 | 2nd „ | |
| 117,296 | 61,506 | 21,877 | 98,322 | 15,690 | 151,646 | 13,059 | 1,567 | 2,584 | 23,999 | 7,424 | 80,082 | 127,584 | 99,409 | 1st half | 72 |
| 122,019 | 62,425 | 22,051 | 115,223 | 15,034 | 163,935 | 13,567 | 1,853 | 2,645 | 21,498 | 16,799 | 88,866 | 130,591 | 100,783 | 2nd „ | |
| 128,637 | 66,851 | 23,788 | 107,171 | 17,187 | 169,436 | 14,406 | 1,695 | 2,826 | 26,121 | 7,940 | 87,935 | 142,146 | 110,000 | 1st half | 73 |
| 132,405 | 68,159 | 23,839 | 123,736 | 16,349 | 181,982 | 14,819 | 1,979 | 2,879 | 23,424 | 18,109 | 96,357 | 143,913 | 111,957 | 2nd „ | |
| 18·07 | 13·69 | 20·59 | 12·47 | 17·28 | 16·98 | 15·62 | 10·30 | 22·66 | 12·33 | 13·39 | 14·91 | 16·12 | 16·26 | 1st half | 74 |
| 14·97 | 12·84 | 16·14 | 10·37 | 14·22 | 16·06 | 13·89 | 7·64 | 18·06 | 11·89 | 13·99 | 11·91 | 14·50 | 16·12 | 2nd „ | |
| 186·91 | 157·47 | 235·74 | 138·63 | 181·08 | 144·70 | 166·67 | 125·97 | 241·54 | 139·39 | 192·58 | 152·06 | 141·29 | 152·64 | 1st half | 75 |
| 175·94 | 139·85 | 199·03 | 140·31 | 162·54 | 145·90 | 150·51 | 112·29 | 204·02 | 132·66 | 179·43 | 141·23 | 142·15 | 145·43 | 2nd „ | |
| 204·98 | 171·16 | 256·33 | 151·10 | 198·36 | 161·68 | 182·29 | 136·27 | 264·20 | 151·72 | 205·97 | 166·97 | 157·41 | 168·90 | 1st half | 76 |
| 190·91 | 152·69 | 215·17 | 150·68 | 176·76 | 164·96 | 164·40 | 119·93 | 222·08 | 144·55 | 193·42 | 153·14 | 156·65 | 161·55 | 2nd „ | |
| 1·53 | 1·19 | 2·23 | 0·82 | 1·40 | 0·98 | 1·08 | 0·65 | 2·31 | 1·29 | 1·60 | 1·32 | 1·34 | 1·52 | 1st half | 77 |
| 1·33 | 1·25 | 2·28 | 0 95 | 1·24 | 1·31 | 1·39 | 0·58 | 2·15 | 1·72 | 1·55 | 1·40 | 1·31 | 1·61 | 2nd „ | |
| 21·10 | 11·20 | 15·73 | 8·51 | 10·73 | 9·16 | 10·86 | 9·96 | 16 00 | 13·22 | 19·61 | 14·16 | 13·74 | 13·45 | 1st half | 78 |
| 20·17 | 12·62 | 19·55 | 10·05 | 10·55 | 12·39 | 16·01 | 10·17 | 18·35 | 18·62 | 24·96 | 16·54 | 13·63 | 15·02 | 2nd „ | |
| 1·11 | 0·98 | 1·15 | 0·78 | 0·99 | 0·72 | 0 76 | 0·78 | 1·23 | 1·28 | 1·35 | 1·10 | 0·88 | 1·08 | 1st half | 79 |
| 1·10 | 0·99 | 1·60 | 1·09 | 1·05 | 1·02 | 1·23 | 0·94 | 1·46 | 1·76 | 1·30 | 1·45 | 0·97 | 1·50 | 2nd „ | |
| 9·15 | 20·96 | 42·38 | 5·31 | 8·28 | 5·96 | 7·06 | 5·79 | 5·83 | 10·95 | 38·97 | 9·32 | 45·80 | 20·43 | 1st half | 80 |
| 11·30 | 22·11 | 33·37 | 7·30 | 10·59 | 7·97 | 9·18 | 5·18 | 5·42 | 15 48 | 19·07 | 11·74 | 46·32 | 25·62 | 2nd „ | |
| 1·88 | 1·96 | 3·25 | 1·43 | 2·44 | 2·08 | 2·04 | 1·24 | 1·95 | 1·79 | 0·89 | 1·52 | 1·55 | 2·78 | 1st half | 81 |
| 1·60 | 2·01 | 1·95 | 0 92 | 2·07 | 1·56 | 1·09 | 0·82 | 1·25 | 1·27 | 1·11 | 0·84 | 1·35 | 1·76 | 2nd „ | |
| 1·84 | −3·22 | −5·23 | −4·56 | 3·87 | −1·48 | −3·66 | −1·13 | 0·01 | −7·49 | −14·26 | −0·11 | 4·88 | −4·63 | 1st half | 82 |
| 1·07 | −4·12 | −8·42 | −6 64 | 6·44 | −6·68 | −11·81 | −1·73 | −2·78 | −13·18 | −14 65 | −5·68 | −5·77 | −6·22 | 2nd „ | |
| 6·42 | 1·76 | −4·73 | −4·53 | 20·51 | 2·27 | 2·10 | −0·50 | 0·10 | 0·48 | −8·17 | 5·91 | 0·58 | −0·46 | 1st half | 83 |
| 5·22 | 1·70 | −9·16 | −6·27 | 24·79 | 0·31 | −3·02 | −2·10 | 4·02 | −4 69 | −3·36 | −2·80 | −2·05 | −1·61 | 2nd „ | |
| ... | 0·48 | ... | −0·83 | −4·05 | 18·91 | ... | ... | −10·43 | 0 34 | ... | ... | ... | ... | 1st half | 84 |
| ... | 1·61 | −17·20 | −4·31 | −2·30 | 14·11 | ... | ... | −9 54 | −5·23 | ... | ... | ... | ... | 2nd „ | |
| 29·99 | 27·72 | 33·63 | 18·59 | 18·95 | 21·32 | 21·63 | 20·28 | 15·98 | 26·22 | 25·67 | 15·89 | 21·87 | 34·21 | 1st half | 85 |
| 27·89 | 28 38 | 25·94 | 13·32 | 16·46 | 16·31 | 13·39 | 14·78 | 11·39 | 22·66 | 23·21 | 10·11 | 19·13 | 23·13 | 2nd „ | |
| 44·08 | 18·77 | 1·46 | 65·95 | 65·95 | 46·8 | 58·20 | 63·81 | 132·96 | 53·06 | −4·46 | 56·94 | 0·58 | 9·08 | 1st half | 86 |
| 44·73 | 29 00 | 2·92 | 53·71 | 72·72 | 40·16 | 55·80 | 91·10 | 196·76 | 48·48 | 43·64 | 49·69 | 0·65 | 7·70 | 2nd „ | |

P. T. O.

**Appendix 46.**
Analysis.

**APPEN**

*Analysis of working of each railway*

NOTE.—These statistics are not

| Serial number. | PARTICULARS. | GAUGE. | 5′ 6″ | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Class: No. | 1 | 2 (*a*). | 3 | 4 | 5 | 7 | 8 | 9 (*a*) to (*e*) | 9 (*f*) to (*j*). | 10 (*a*) to (*e*) | 11 (*a*) & (*b*) |
| | | Calendar year 1900 by half-years. | East Indian. | Eastern Bengal. | Bengal Central. | Bengal-Nágpur. | East Coast. | Oudh and Rohilkhand. | North Western. | Great Indian Peninsula. | Indian Midland. | Bombay, Baroda and Central India. | The Nizam's Guaranteed State. |
| | **COACHING TRAFFIC —*concld.*** | | | | | | | | | | | | |
| | COST OF WORKING AND PROFIT—*concld.* | | | | | | | | | | | | |
| | Average profit on working a coaching unit one mile— | | | | | | | | | | | | |
| 87 | Per passenger unit *Pies* | 1st half | 2·01 | 1·22 | 1·83 | 1·55 | 1·58 | 1·53 | 1·22 | 0·78 | 1·54 | 1·19 | 1·39 |
| | | 2nd „ | 1·92 | 1·49 | 1·92 | 1·37 | 1·58 | 1·27 | 1·00 | 0·55 | 0·90 | 1·16 | 1·55 |
| 88 | Other traffic per ton „ | 1st half | 23·99 | 13·02 | 10·04 | 33·76 | 24·98 | 32·26 | 18·40 | 23·43 | 31·03 | 17·73 | 29·43 |
| | | 2nd „ | 24·92 | 25·31 | 16·17 | 32·46 | 32·28 | 30·47 | 17·30 | 17·61 | 25·63 | 17·31 | 27·75 |
| | **GOODS TRAFFIC.** | | | | | | | | | | | | |
| | GROSS RECEIPTS AND TRAIN MILEAGE— *(In thousands.)* | | | | | | | | | | | | |
| 89 | Receipts from goods traffic . . ₹ | 1st half | 26,035 | 19,95 | 1,73 | 67,73 | 15,85 | 32,99 | 1,05,02 | 1,44,02 | 5,148 | 8,805 | 24,07 |
| | | 2nd „ | 21,868 | 40,21 | 3,53 | 28,89 | 16,23 | 22,74 | 90,96 | 1,08,57 | 3,269 | 56,29 | 18,49 |
| 90 | Goods train-miles run *No.* | 1st half | 5,282 | 403 | 78 | 1,498 | *616 | 894 | 2,675 | 3,077 | 969 | 1,159 | 498 |
| | | 2nd „ | 4,928 | 571 | 126 | 875 | 671 | 767 | 2,387 | 2,256 | 747 | 726 | 410 |
| 91 | Average goods receipts per train-mile ₹ | 1st half | 4·93 | 4·95 | 2·22 | 4·19 | 2·57 | 3·69 | 3·93 | 4·68 | 5·31 | 7·59 | 4·83 |
| | | 2nd „ | 4·44 | 7·04 | 2·80 | 3·30 | 2·42 | 2·96 | 3·81 | 4·81 | 4·38 | 7·76 | 4·51 |
| | UNITS AND UNIT-MILEAGE— *(In thousands.)* | | | | | | | | | | | | |
| 92 | Tons of goods carried one mile. | 1st half | 1,065,112 | 60,156 | 5,446 | 262,115 | 78,972 | 112,495 | 384,343 | 425,582 | 155,446 | 228,034 | 84,002 |
| | | 2nd „ | 939,196 | 85,448 | 10,474 | 121,576 | 83,078 | 77,796 | 311,832 | 291,659 | 102,967 | 146,820 | 62,798 |
| 93 | Average sum received for carrying a ton one mile *Pies* | 1st half | 4·69 | 6·37 | 6·10 | 4·60 | 3·85 | 5·63 | 5·25 | 6·50 | 6·36 | 7·41 | 5·50 |
| | | 2nd „ | 4·47 | 9·03 | 6·47 | 4·56 | 3·75 | 5·61 | 5·60 | 7·15 | 6·10 | 7·36 | 5·65 |
| 94 | Average number of tons in a train *Tons* | 1st half | 201·64 | 149·22 | 69·75 | 174·94 | 128·17 | 125·71 | 143·68 | 138·30 | 160·39 | 196·75 | 168·65 |
| | | 2nd „ | 190·59 | 149·61 | 83·03 | 138·92 | 123·88 | 101·41 | 130·63 | 129·27 | 137·90 | 202·35 | 153·19 |
| | VEHICLES AND VEHICLE-MILEAGE— Number of goods vehicles hauled one mile— *(In thousands.)* | | | | | | | | | | | | |
| 95 | Loaded . *Vehicle-miles* | 1st half | 99,405 | 9,001 | 865 | 24,350 | 7,332 | 16,270 | 48,018 | 53,123 | 17,511 | 31,581 | 7,212 |
| | | 2nd „ | 87,532 | 13,230 | 1,772 | 13,698 | 7,990 | 12,790 | 42,581 | 39,693 | 12,353 | 18,601 | 6,803 |
| 96 | Empty . „ | 1st half | 48,543 | 2,263 | 455 | 15,915 | 4,247 | 6,224 | 15,245 | 22,885 | 10,178 | 16,852 | 6,348 |
| | | 2nd „ | 45,600 | 7,820 | 1,246 | 7,385 | 4,801 | 4,206 | 11,088 | 16,729 | 7,148 | 9,345 | 4,333 |
| 97 | Brake-vans „ | 1st half | 4,864 | 403 | 88 | 2,516 | 796 | 1,128 | 3,420 | 5,589 | 1,826 | 1,138 | 956 |
| | | 2nd „ | 4,430 | 585 | 98 | 1,617 | 838 | 1,076 | 3,122 | 4,111 | 1,414 | 619 | 829 |
| 98 | Total „ „ | 1st half | 152,812 | 11,667 | 1,408 | 42,781 | 12,375 | 23,623 | 66,683 | 81,591 | 29,514 | 49,571 | 14,516 |
| | | 2nd „ | 137,562 | 21,635 | 3,116 | 22,700 | 13,629 | 18,072 | 56,791 | 60,534 | 20,915 | 28,565 | 11,965 |
| | Average number of vehicles in a goods train— | | | | | | | | | | | | |
| 99 | Freight vehicles . *No.* | 1st half | 28·01 | 27·94 | 16·91 | 26·87 | 18·79 | 25·14 | 23·65 | 24·70 | 28·57 | 41·79 | 27·22 |
| | | 2nd „ | 27·02 | 36·86 | 23·92 | 24·09 | 19 07 | 22·16 | 22·48 | 25·01 | 26·12 | 38·52 | 27·17 |
| 100 | Brake-vans . . „ | 1st half | 0·92 | 1·00 | 1·12 | 1·68 | 1·29 | 1·26 | 1·28 | 1·82 | 1·88 | 0·98 | 1·92 |
| | | 2nd „ | 0·90 | 1·02 | 0·77 | 1·85 | 1·25 | 1·40 | 1·31 | 1·82 | 1·89 | 0·85 | 2·02 |
| 101 | Total . . . „ | 1st half | 28·93 | 28·94 | 18·03 | 28·55 | 20·08 | 26·40 | 24·93 | 26·52 | 30·45 | 42·77 | 29·14 |
| | | 2nd „ | 27·92 | 37·88 | 24·69 | 25·94 | 20·32 | 23·56 | 23·79 | 26·83 | 28·01 | 39·37 | 29·19 |
| 102 | Average earnings per goods vehicle per mile (excluding brakes) . *Pies* | 1st half | 33·79 | 34·01 | 25·16 | 29·91 | 26·28 | 28·17 | 31·87 | 36·38 | 35·69 | 34·90 | 34·09 |
| | | 2nd „ | 31·54 | 36·67 | 22·47 | 26·31 | 24·36 | 25·69 | 32·54 | 36·95 | 32·19 | 38·68 | 31·88 |
| 103 | Carrying capacity hauled one mile (excluding brakes) *Tons* | 1st half | 2,092,164 | 130,062 | 21,798 | 558,616 | 180,007 | 248,950 | 806,181 | 1,016,024 | 358,210 | 594,823 | 172,230 |
| | | 2nd „ | 1,898,848 | 243,442 | 44,091 | 296,943 | 193,130 | 190,149 | 684,900 | 792,761 | 252,574 | 339,552 | 141,589 |
| 104 | Percentage of freight upon capacity hauled . *Per cent.* | 1st half | 50·91 | 46·25 | 24·98 | 46·92 | 43·87 | 45·19 | 47·68 | 41·89 | 43·40 | 38·33 | 48·77 |
| | | 2nd „ | 49·46 | 35·10 | 23·75 | 40·94 | 43·02 | 40·91 | 45·53 | 36·79 | 40·77 | 43·24 | 44·35 |
| 105 | Average load of a goods vehicle (including both loaded and empty) . *Tons* | 1st half | 7·20 | 5·34 | 4·13 | 6·51 | 6·82 | 5·00 | 6·08 | 5·60 | 5·61 | 4·71 | 6·19 |
| | | 2nd „ | 7·05 | 4·06 | 3·47 | 5·77 | 6·49 | 4·58 | 5·81 | 5·17 | 5·28 | 5·25 | 5·64 |
| 106 | Average load of a loaded goods vehicle . „ | 1st half | 10·71 | 6·68 | 6·30 | 10·76 | 10·77 | 6·91 | 8·00 | 8·01 | 8·88 | 7·23 | 11·65 |
| | | 2nd „ | 10·73 | 6·46 | 5·91 | 8·88 | 10·39 | 6·08 | 7·32 | 7·35 | 8·34 | 7·89 | 9·23 |
| | WEIGHT OF TRAIN AND TON-MILEAGE— Gross ton-mileage of all goods trains— *(In thousands.)* | | | | | | | | | | | | |
| 107 | Freight . . . *Tons* | 1st half | 1,065,112 | 60,156 | 5,446 | 262,115 | 78,972 | 112,495 | 384,343 | 425,582 | 155,446 | 228,034 | 84,002 |
| | | 2nd „ | 939,196 | 85,448 | 10,474 | 121,576 | 83,078 | 77,796 | 311,832 | 291,659 | 102,967 | 146,820 | 62,798 |
| 108 | Dead-weight . . „ | 1st half | 1,309,092 | 107,788 | 15,193 | 392,716 | 143,329 | 200,244 | 651,535 | 768,416 | 290,742 | 397,064 | 138,235 |
| | | 2nd „ | 1,189,541 | 191,291 | 32,505 | 215,441 | 157,135 | 162,817 | 562,326 | 570,208 | 210,604 | 231,571 | 115,098 |
| 109 | Total . . . „ | 1st half | 2,374,204 | 167,944 | 20,639 | 654,831 | 222,301 | 312,739 | 1,035,878 | 1,193,998 | 446,188 | 625,098 | 222,237 |
| | | 2nd „ | 2,128,737 | 276,739 | 42,979 | 337,017 | 240,213 | 240,613 | 874,158 | 861,867 | 313,571 | 378,391 | 177,896 |

# DIX 46—*contd.*



(*by systems*) *during each half-year of 1900*—contd.

prepared by the railways not shown.

| | 3′ 3⅜″. | | | | | | | | | | | | GAUGE. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 2 (*b*) to (*d*) | 15 | 17 | 18 | 10 (*f*) to (*i*). | 19 | | 20 | 21 | 11 (*c*) | 22 | 24 | 25 | Class : No. | Serial number. |
| Madras | Eastern Bengal. | Assam-Bengal. | Bengal and North-Western. | Rohilkund and Kumaon | Rajputana-Malwa. | Jodhpur-Bikaner. Jodhpur section. | Jodhpur-Bikaner. Bikaner section. | Udaipur-Chitor. | Bhávnagar-Gondal-Junágad-Porbandar | Hyderabad-Gódávári Valley. | Southern Mahratta. | South Indian. | Burma. | Calendar year 1900 by half-years. | |
| 1·23 | 1·67 | 1·94 | 1·28 | 1·49 | 1·41 | 1·31 | 1·32 | 0·88 | 1·64 | 0·78 | 1·06 | 1·17 | 2·05 | 1st half | 87 |
| 1·20 | 1·65 | 1·50 | 0·97 | 1·53 | 1·10 | 0·83 | 1·15 | 0·69 | 1·19 | 0·84 | 0·68 | 1·12 | 1·70 | 2nd „ | |
| 19·48 | 26·40 | 8·02 | 37·00 | 51·82 | 24·39 | 31·57 | 33·37 | 30·57 | 36·78 | 12·57 | 35·34 | 0·28 | 17·08 | 1st half | 88 |
| 26·42 | 27·45 | 6·70 | 35·97 | 55·66 | 21·35 | 24·53 | 34·29 | 30·97 | 32·66 | 46·26 | 32·88 | 3·47 | 17·37 | 2nd „ | |
| 34,097 | 17,75 | 3,12 | 26,04 | 5,16 | 1,28,77 | 7,64 | 83 | 1,51 | 8,61 | 2,73 | 31,63 | 19,11 | 31,29 | 1st half | 89 |
| 35,20 | 24,49 | 3,59 | 14,02 | 3,32 | 8,555 | 3,67 | 48 | 75 | 4,24 | 4,02 | 24,25 | 20,63 | 25,78 | 2nd „ | |
| 712 | 580 | 205 | 859 | 225 | 3,167 | 219 | 39 | 25 | 228 | 121 | 1,271 | 699 | 1,050 | 1st half | 90 |
| 777 | 692 | 190 | 677 | 175 | 2,089 | 1,36 | 43 | 17 | 123 | 204 | 1,065 | 733 | 1,020 | 2nd „ | |
| 4·78 | 3·06 | 1·53 | 3·03 | 2·29 | 4·07 | 3·63 | 2·12 | 6·03 | 3·78 | 2·26 | 2·49 | 2·73 | 2·98 | 1st half | 91 |
| 4·53 | 3·54 | 1·89 | 2·07 | 1·90 | 4·10 | 2·70 | 1·12 | 4·37 | 3·46 | 1·98 | 2·28 | 2·81 | 2·53 | 2nd „ | |
| 77,276 | 42,739 | 15,130 | 87,595 | 14,512 | 385,147 | 17,258 | 2,347 | 1,727 | 13,667 | 6,299 | 96,951 | 42,912 | 84,509 | 1st half | 92 |
| 80,965 | 48,888 | 15,583 | 48,786 | 10,070 | 260,871 | 11,435 | 2,247 | 1,171 | 7,286 | 8,653 | 73,307 | 44,925 | 70,964 | 2nd „ | |
| 8·46 | 7·98 | 3·97 | 5·71 | 6·84 | 6·42 | 8·50 | 6·83 | 16·81 | 12·09 | 8·32 | 6·26 | 8·55 | 7·11 | 1st half | 93 |
| 8·35 | 9·62 | 4·43 | 5·52 | 6·34 | 6·30 | 6·17 | 4·12 | 12·24 | 11·18 | 8·93 | 6·35 | 8·82 | 6·97 | 2nd „ | |
| 148·51 | 73·60 | 73·84 | 101·89 | 64·34 | 121·62 | 82·05 | 59·47 | 68·88 | 59·97 | 52·23 | 76·23 | 61·38 | 80·45 | 1st half | 94 |
| 104·15 | 70·68 | 81·76 | 72·08 | 57·52 | 124·99 | 84·00 | 51·99 | 68·56 | 59·35 | 42·45 | 68·82 | 61·29 | 69·57 | 2nd „ | |
| 12,590 | 11,712 | 3,935 | 15,448 | 2,769 | 71,530 | 3,055 | 321 | 379 | 3,717 | 1,408 | 20,653 | 10,104 | 19,641 | 1st half | 95 |
| 12,958 | 10,562 | 2,974 | 10,694 | 2,010 | 48,649 | 1,816 | 298 | 23· | 1,924 | 2,089 | 16,643 | 10,806 | 17,226 | 2nd „ | |
| 4,270 | 2,835 | 1,640 | 6,497 | 1,384 | 31,032 | 1,966 | 278 | 309 | 2,372 | 938 | 8,295 | 2,905 | 8,073 | 1st half | 96 |
| 4,761 | 3,671 | 1,678 | 5,287 | 1,039 | 18,990 | 1,007 | 250 | 210 | 1,098 | 953 | 6,513 | 3,363 | 7,006 | 2nd „ | |
| 2,731 | 655 | 366 | 1,012 | 313 | 2,681 | 110 | 18 | 9 | 157 | 209 | 1,748 | 383 | 1,349 | 1st half | 97 |
| 3,010 | 820 | 272 | 880 | 275 | 1,875 | 50 | 18 | 3 | 72 | 351 | 1,443 | 401 | 1,321 | 2nd „ | |
| 19,591 | 15,202 | 5,941 | 22,957 | 4,466 | 105,243 | 5,131 | 617 | 697 | 6,246 | 2,555 | 30,696 | 13,392 | 29,063 | 1st half | 98 |
| 20,729 | 15,653 | 4,924 | 16,861 | 3,324 | 69,514 | 2,873 | 566 | 444 | 3,094 | 3,393 | 24,599 | 14,570 | 25,553 | 2nd „ | |
| 23·68 | 25·05 | 27·21 | 25·53 | 18·41 | 32·38 | 23·87 | 15·18 | 27·45 | 26·72 | 19·67 | 22·76 | 18·61 | 26·38 | 1st half | 99 |
| 22·80 | 20·58 | 24·41 | 23·61 | 17·42 | 32·38 | 20·74 | 12·67 | 25·85 | 24·62 | 14·92 | 21·74 | 19·33 | 23·76 | 2nd „ | |
| 3·83 | 1·13 | 1·78 | 1·48 | 1·39 | 0·85 | 0·52 | 0·47 | 0·34 | 0·69 | 1·70 | 1·38 | 0·55 | 1·28 | 1st half | 100 |
| 3·87 | 1·18 | 1·43 | 1·30 | 1·57 | 0·90 | 0 37 | 0·43 | 0·17 | 0·59 | 1·72 | 1·35 | 0·55 | 1·29 | 2nd „ | |
| 27·51 | 26·18 | 28·99 | 26·71 | 19·80 | 33·23 | 24·39 | 15·65 | 27·79 | 27·41 | 21·37 | 24·14 | 19·16 | 27·66 | 1st half | 101 |
| 26·67 | 21·76 | 25·84 | 24·91 | 18·99 | 33·28 | 21·11 | 13·10 | 26·02 | 25·21 | 16·64 | 23·09 | 19·88 | 25·05 | 2nd „ | |
| 38·80 | 23·44 | 10·76 | 22·79 | 23·90 | 24·11 | 29·22 | 26·76 | 42·18 | 27·13 | 22·33 | 20·98 | 28·20 | 21·68 | 1st half | 102 |
| 38·15 | 33·04 | 14·85 | 16·85 | 20·95 | 24·28 | 24·98 | 16·92 | 32·47 | 26·96 | 25·42 | 20·11 | 27·95 | 20·43 | 2nd „ | |
| 200,584 | 79,240 | 40,842 | 177,947 | 33,730 | 750,715 | 36,896 | 4,537 | 5,014 | 35,753 | 21,513 | 194,631 | 83,932 | 192,449 | 1st half | 103 |
| 212,041 | 93,948 | 37,133 | 129,946 | 25,656 | 494,056 | 20,774 | 4,175 | 3,186 | 17,974 | 27,447 | 155,886 | 91,482 | 168,338 | 2nd „ | |
| 38·53 | 53·94 | 37·04 | 49·23 | 43·02 | 51·30 | 46·77 | 51·73 | 34·43 | 38·23 | 24·63 | 49·81 | 51·13 | 43·91 | 1st half | 104 |
| 38·18 | 52·04 | 41·92 | 37·54 | 39·25 | 52·80 | 55·94 | 53·82 | 36·73 | 40·54 | 31·53 | 47·03 | 49·11 | 42·16 | 2nd „ | |
| 4·58 | 2·94 | 2·71 | 3·99 | 3·49 | 3·76 | 3·44 | 3·92 | 2·50 | 2·24 | 2·68 | 3·35 | 3·30 | 3·05 | 1st half | 105 |
| 4·57 | 3·43 | 3·35 | 3·05 | 3·30 | 3·86 | 4·05 | 4·10 | 2·65 | 2·41 | 2·84 | 3·17 | 3·17 | 2·93 | 2nd „ | |
| 6·14 | 3·65 | 3·85 | 5·67 | 5·24 | 5·38 | 5·65 | 7·31 | 4·55 | 3·68 | 4·47 | 4·69 | 4·25 | 4·30 | 1st half | 106 |
| 6·25 | 4·63 | 5·24 | 4·56 | 5·01 | 5·36 | 6·30 | 7·55 | 5·05 | 3·79 | 4·14 | 4·40 | 4·16 | 4·12 | 2nd „ | |
| 77,277 | 42,740 | 15,131 | 87,595 | 14,512 | 385,147 | 17,258 | 2,347 | 1,727 | 13,667 | 6,299 | 96,951 | 42,913 | 84,510 | 1st half | 107 |
| 80,965 | 48,888 | 15,583 | 48,786 | 10,071 | 260,871 | 11,435 | 2,247 | 1,171 | 7,286 | 8,654 | 73,307 | 44,925 | 70,964 | 2nd „ | |
| 180,953 | 86,315 | 29,939 | 116,319 | 20,908 | 478,316 | 25,951 | 3,536 | 3,358 | 28,817 | 14,250 | 158,186 | 75,654 | 128,735 | 1st half | 108 |
| 192,443 | 60,378 | 25,328 | 83,941 | 16,411 | 327,951 | 15,378 | 3,507 | 2,205 | 14,735 | 20,706 | 128,671 | 81,288 | 115,418 | 2nd „ | |
| 258,230 | 129,055 | 45,070 | 203,914 | 35,420 | 863,463 | 43,209 | 5,877 | 5,085 | 42,484 | 20,549 | 255,137 | 118,567 | 213,245 | 1st half | 109 |
| 273,408 | 109,266 | 40,911 | 132,727 | 26,482 | 588,822 | 26,813 | 5,754 | 3,376 | 22,021 | 29,360 | 201,078 | 26,205 | 186,382 | 2nd „ | |

**Appendix 46.**
Anaylsis.

**APPEN**

*Analysis of working of each railway*

NOTE.—These statistics are not

| Serial number. | Particulars. | Gauge. | 5' 6" | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Class : No. | 1 | 2 (*a*) | 3 | 4 | 5 | 7 | 8 | 9 (*a*) to (*e*) | 9 (*f*) to (*f*) | 10(*a*) to(*e*) | 11(*a*) & (*b*) |
| | | Calendar year 1900 by half-years. | East Indian. | Eastern Bengal. | Bengal Central. | Bengal-Nágpur. | East Coast. | Oudh and Rohilkhand. | North Western. | Great Indian Peninsula. | Indian Midland. | Bombay, Baroda and Central India. | The Nizam's Guaranteed State |
| | GOODS TRAFFIC—*concld.* | | | | | | | | | | | | |
| | WEIGHT OF TRAIN AND TON-MILEAGE—*concld.* | | | | | | | | | | | | |
| | Average weight of a goods train— | | | | | | | | | | | | |
| 110 | Freight . . . *Tons* | 1st half | 201·64 | 149·22 | 69.75 | 174·94 | 128·17 | 125·71 | 143·68 | 138·30 | 160·39 | 196·75 | 168·65 |
| | | 2nd ,, | 190·59 | 149 61 | 83·03 | 138·92 | 123·88 | 101·41 | 130·63 | 129·27 | 137·90 | 202·35 | 153·19 |
| 111 | Dead-weight . . ,, | 1st half | 247·82 | 267·37 | 194·57 | 262·11 | 232·61 | 223·77 | 243·57 | 249·72 | 299·98 | 342·59 | 277·53 |
| | | 2nd ,, | 241·39 | 334 93 | 258·47 | 246·18 | 234·32 | 212·24 | 235·57 | 252·73 | 282·06 | 319·15 | 280·77 |
| 112 | Total . . . ,, | 1st half | 449·46 | 416·59 | 264·32 | 437·05 | 360·78 | 349·48 | 387·25 | 388·02 | 460·37 | 539·34 | 446·18 |
| | | 2nd ,, | 431·98 | 484·54 | 341·50 | 385·10 | 358·20 | 313·65 | 366·20 | 382·00 | 419·96 | 521·50 | 433·96 |
| | COST OF WORKING AND PROFIT. | | | | | | | | | | | | |
| 113 | Average cost of hauling a goods train one mile *R* | 1st half | 1·68 | 3·02 | 1·58 | 1·48 | 1·81 | 1·82 | 2·30 | 2·12 | 2·02 | 3·97 | 2·19 |
| | | 2nd ,, | 1·80 | 2·67 | 2·11 | 2·00 | 1·69 | 1·72 | 2·40 | 2·44 | 2·41 | 3·98 | 1·66 |
| 114 | Average cost of hauling a goods vehicle with its load one mile . *Pies* | 1st half | 11·52 | 20·78 | 17·96 | 10·58 | 18·51 | 13·90 | 18·66 | 16·45 | 13·56 | 18·22 | 15·48 |
| | | 2nd ,, | 12·81 | 13·91 | 16·94 | 15·98 | 17·00 | 14·90 | 20·50 | 18·72 | 17·75 | 19·85 | 11·76 |
| 115 | Average cost of hauling a goods unit (*viz.*, one ton) one mile . ,, | 1st half | 1·60 | 3·89 | 4·35 | 1·62 | 2·71 | 2·78 | 3·07 | 2·94 | 2·41 | 3·89 | 2·50 |
| | | 2nd ,, | 1·82 | 3·43 | 4·89 | 2·77 | 2·62 | 3·26 | 3·53 | 3·62 | 3·36 | 3·78 | 2·08 |
| 115*a* | Average cost of hauling a goods unit one mile, including interest on capital expended on open line at the rate of 5 per cent. per annum . . . ,, | 1st half | 3·21 | 7·12 | 8·59 | 4·15 | 6·08 | 6·95 | 7·44 | 5·22 | 4·86 | 6·23 | 4·61 |
| | | 2nd ,, | 3·60 | 6·15 | 7·89 | 7·60 | 6·20 | 7·31 | 8·47 | 6·83 | 6·73 | 6·98 | 4·80 |
| 116 | Average profit on working a goods train one mile . . *R* | 1st half | 3·25 | 1·93 | 0·64 | 2·71 | 0·76 | 1·87 | 1·63 | 2·56 | 3·29 | 3·62 | 2·64 |
| | | 2nd ,, | 2·64 | 4·37 | 0·69 | 1·30 | 0·73 | 1·24 | 1·41 | 2·37 | 1·97 | 3·78 | 2·85 |
| 117 | Average profit on working a goods vehicle with its load one mile *Pies* | 1st half | 22·27 | 13·23 | 7·20 | 19·53 | 7·77 | 14·27 | 13·21 | 19·93 | 22·13 | 16·68 | 18·61 |
| | | 2nd ,, | 18·73 | 22·76 | 7·53 | 10·33 | 7·36 | 10·79 | 12·04 | 18·23 | 14·44 | 18·83 | 20·12 |
| 118 | Average profit on working a goods unit (*viz.*, one ton) one mile . ,, | 1st half | 3·09 | 2·48 | 1·74 | 2·98 | 1·14 | 2·85 | 2·18 | 3·56 | 3·95 | 3·54 | 3·00 |
| | | 2nd ,, | 2·65 | 5·60 | 1·58 | 1·79 | 1·13 | 2·35 | 2·07 | 3·53 | 2·74 | 3·58 | 3·57 |
| | DETAILED PERCENTAGES OF EARNINGS AND EXPENDITURE. | | | | | | | | | | | | |
| | Percentage on Total Earnings— | | | | | | | | | | | | |
| 119 | Coaching traffic . *Per cent* | 1st half | 28·50 | 40·84 | 59·03 | 21·51 | 43·75 | 37·99 | 37·70 | 22·97 | 21·30 | 24·61 | 16·38 |
| | | 2nd ,, | 32·99 | 26·11 | 49·18 | 34·72 | 42·66 | 45·03 | 41·49 | 28·45 | 26·51 | 32·61 | 19·04 |
| 120 | Goods traffic . ,, | 1st half | 70·02 | 51·55 | 28·46 | 76·84 | 51·22 | 51·74 | 59·22 | 75·09 | 77·39 | 76·07 | 82·07 |
| | | 2nd ,, | 65·35 | 69·99 | 48·67 | 60·05 | 54·95 | 42·93 | 55·61 | 70·27 | 71·37 | 65.16 | 79·18 |
| 121 | Sundries, including telegraph . . ,, | 1st half | 1·12 | 7·43 | 12·51 | 1·65 | 3·64 | 10·27 | 2·81 | 1·94 | 1·31 | —0·68 | 1·55 |
| | | 2nd ,, | 1·26 | 3·90 | 2·51 | 5·23 | 2·09 | 12·04 | 2·89 | 1·28 | 2·12 | 2·23 | 1·78 |
| 122 | Steam-boat earnings . . . ,, | 1st half | 0·36 | 0·18 | ... | ... | 1·39 | ... | 0·27 | ... | ... | ... | ... |
| | | 2nd ,, | 0·40 | ... | ... | ... | 0·30 | ... | 0·01 | ... | ... | ... | ... |
| | TOTAL . . ,, | 1st half | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 |
| | | 2nd ,, | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 |
| | Percentage of Working Expenses on Total Earnings— | | | | | | | | | | | | |
| 123 | Maintenance . *Per cent* | 1st half | 7·83 | 19·07 | 14·77 | 7·66 | 13·48 | 12·22 | 11·59 | 7·29 | 7·10 | 13·44 | 19·75 |
| | | 2nd ,, | 10·38 | 10·27 | 13·75 | 12·36 | 16·43 | 15·93 | 16·03 | 10·35 | 12·47 | 15·17 | 9·39 |
| 124 | Locomotive expenses . . ,, | 1st half | 9·98 | 13·13 | 11·57 | 11·12 | 19·19 | 19·02 | 23·92 | 21·80 | 15·58 | 18·28 | 10·67 |
| | | 2nd ,, | 10·88 | 9·18 | 10·54 | 15·63 | 18·74 | 14·18 | 24·92 | 24·62 | 21·82 | 18·42 | 11·64 |
| 125 | Carriage and wagon expenses ,, | 1st half | 2·90 | 5·46 | 0·88 | 2·22 | 3·21 | 4·97 | 4·89 | 5·05 | 2·92 | 8·99 | 2·02 |
| | | 2nd ,, | 3·17 | 4·41 | 3·19 | 3·67 | 3·18 | 6·93 | 4·42 | 5·43 | 4·76 | 6·11 | 3·16 |
| 126 | Traffic expenses . ,, | 1st half | 6·20 | 12·88 | 11·92 | 5·54 | 10·33 | 7·63 | 8·62 | 8·68 | 5·13 | 5·73 | 4·63 |
| | | 2nd ,, | 6·75 | 10·68 | 10·77 | 9·16 | 8·67 | 10·00 | 9·58 | 10·10 | 7·56 | 7·20 | 6·20 |
| 127 | General charges . ,, | 1st half | 2·87 | 5·11 | 12·15 | 4·91 | 6·78 | 3·96 | 4·30 | 3·71 | 4·37 | 2·16 | 4·33 |
| | | 2nd ,, | 3·44 | 3·32 | 10·26 | 8·39 | 6·89 | 4·79 | 4·64 | 4·62 | 6·37 | 4·29 | 5·60 |
| 128 | Miscellaneous expenses . . ,, | 1st half | 2·37 | 2·19 | 7·29 | 2·28 | 1·81 | 1·74 | 1·69 | 2·04 | 4·12 | 3·11 | 3·50 |
| | | 2nd ,, | 2·43 | 2·49 | 10·28 | 2·93 | 1·77 | 1·85 | 1·64 | 1·84 | 4·97 | 1·35 | 1·28 |
| 129 | Steam-boat expenses . . ,, | 1st half | 0·28 | 0·50 | ... | ... | 1·27 | ... | 0·15 | ... | ... | ... | ... |
| | | 2nd ,, | 0·33 | 0·27 | ... | ... | 0·46 | ... | 0·15 | ... | ... | ... | ... |
| 130 | TOTAL WORKING EXPENSES . . ,, | 1st half | 32·43 | 58·34 | 58·58 | 33·73 | 56·07 | 49·54 | 55·16 | 48·57 | 39·22 | 51·71 | 44·90 |
| | | 2nd ,, | 37·38 | 40·62 | 58·79 | 52·13 | 56·14 | 53·68 | 60·48 | 56·95 | 57·95 | 52·54 | 37·27 |

## DIX 46—*contd.*

*(by systems) during each half-year of 1900*—contd.

prepared by the railways not shown.

| | 3' 3⅜" | | | | | | | | | | | | GAUGE. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 2 (*b*) to (*d*) | 15 | 17 | 18 | 10 (*f*) to (*i*) | 19 | | 20 | 21 | 11 (*c*) | 22 | 24 | 25 | Class: No. | Serial number. |
| Madras | Eastern Bengal. | Assam-Bengal. | Bengal and North-Western | Rohilkund and Kumaon | Rajputana-Malwa | Jodhpur-Bikaner. Jodhpur section. | Jodhpur-Bikaner. Bikaner section. | Udaipur-Chitor. | Bhávnagar-Gondal-Junágad-Porbandar. | Hyderabad Godavari Valley. | Southern Mahratta. | South Indian. | Burma. | Calendar year 1900 by half years. | |
| 108·51 | 73·60 | 73.84 | 101·89 | 64·34 | 121·62 | 82·05 | 59·47 | 68·88 | 59·97 | 52·23 | 76·23 | 61·38 | 80·45 | 1st half | 110 |
| 104·15 | 70·68 | 81·76 | 72·08 | 57·52 | 124·90 | 84·00 | 51·99 | 68·55 | 59·35 | 42·45 | 68·82 | 61·29 | 69·57 | 2nd ,, | |
| 254·09 | 148·65 | 146·11 | 135·29 | 92·70 | 151·03 | 123·38 | 89·45 | 133·97 | 126·46 | 118·17 | 124·37 | 108·22 | 122·55 | 1st half | 111 |
| 247·56 | 87·29 | 132·89 | 134·02 | 93·74 | 157·01 | 112·96 | 81·14 | 129·14 | 120·04 | 101·58 | 120·80 | 110·89 | 113·14 | 2nd ,, | |
| 362·60 | 222·25 | 219·95 | 237·18 | 157·04 | 272·65 | 205·43 | 148·92 | 202·85 | 186·43 | 170·40 | 200·60 | 169·60 | 203·00 | 1st half | 112 |
| 351·71 | 157·97 | 214·65 | 196·10 | 151·26 | 281·91 | 196·96 | 133·13 | 197·69 | 179·39 | 144·03 | 189·62 | 172·18 | 182·71 | 2nd ,, | |
| 2·70 | 1·54 | 1·91 | 1·29 | 1·11 | 1·65 | 1·21 | 0·71 | 1·77 | 1·59 | 1·33 | 1·59 | 1·44 | 1·83 | 1st half | 113 |
| 2·45 | 1·79 | 2·27 | 1·24 | 1·06 | 2·28 | 1·66 | 0 64 | 1·91 | 2·13 | 1·16 | 1·73 | 1·44 | 1·82 | 2nd ,, | |
| 21·92 | 11·80 | 13·49 | 9·69 | 11·56 | 9·76 | 9·75 | 9·02 | 12·40 | 11·43 | 13·09 | 13·42 | 14·87 | 13·33 | 1st half | 114 |
| 20·65 | 12·07 | 17·93 | 10·07 | 11·66 | 13·51 | 15·39 | 9·70 | 14·25 | 16·61 | 14·89 | 15·27 | 14·30 | 14·70 | 2nd ,, | |
| 4·78 | 4·02 | 4·97 | 2·43 | 3·31 | 2·60 | 2·84 | 2·30 | 4·94 | 5·09 | 4·87 | 4·01 | 4·51 | 4·37 | 1st half | 115 |
| 4·52 | 3·51 | 5·35 | 3·30 | 3·53 | 3·50 | 3·80 | 2·36 | 5·37 | 6·89 | 5·23 | 4·82 | 4·51 | 5·02 | 2nd ,, | |
| 9·91 | 7·87 | 18·55 | 5·35 | 5·96 | 4·06 | 4·55 | 5·51 | 10·43 | 9·97 | 15·11 | 8·70 | 8·53 | 7·86 | 1st half | 115 A |
| 9·46 | 7·00 | 18·30 | 7·62 | 7·08 | 5·48 | 6·09 | 5·43 | 13·49 | 14·05 | 13·19 | 10·49 | 8·47 | 9·10 | 2nd ,, | |
| 2·08 | 1·52 | —0·38 | 1·74 | 1·18 | 2·42 | 2·42 | 1·41 | 4·26 | 2·19 | 0·93 | 0·90 | 1·29 | 1·15 | 1st half | 116 |
| 2·08 | 2·25 | —0·38 | 0·83 | 0·84 | 1·82 | 1·04 | 0·48 | 2·46 | 1·33 | 0·82 | 0·55 | 1·37 | 0·71 | 2nd ,, | |
| 16·88 | 11·64 | —2·73 | 13·10 | 12·34 | 14·35 | 19·47 | 17·74 | 29·78 | 15·70 | 9·24 | 7·56 | 13·33 | 8·35 | 1st half | 117 |
| 17·50 | 20·97 | —3·08 | 6·78 | 9·29 | 10·77 | 9·59 | 7·22 | 18·22 | 10·35 | 10·53 | 4·84 | 13·65 | 5·73 | 2nd ,, | |
| 3·68 | 3·96 | —1·00 | 3·28 | 3·53 | 3·82 | 5·66 | 4·53 | 11·87 | 7·00 | 3·45 | 2·25 | 4·04 | 2·74 | 1st half | 118 |
| 3·83 | 6·11 | —0·92 | 2·22 | 2·81 | 2·80 | 2·37 | 1·76 | 6·87 | 4·29 | 3·70 | 1·53 | 4·31 | 1·95 | 2nd ,, | |
| 37·71 | 36·58 | 59·87 | 33·97 | 35·35 | 19·59 | 23·83 | 20·69 | 23·02 | 37·60 | 25·11 | 31·38 | 56·63 | 46·70 | 1st half | 119 |
| 35·88 | 33·79 | 54·58 | 45·88 | 40·80 | 26·96 | 36·96 | 29·38 | 36·88 | 52·03 | 36·59 | 35·89 | 53·23 | 46·33 | 2nd ,, | |
| 60·07 | 52·86 | 36·76 | 55·42 | 54·90 | 78·78 | 74·61 | 73·52 | 76·34 | 61·00 | 71·30 | 66·37 | 41·41 | 52·19 | 1st half | 120 |
| 62·12 | 56·96 | 41·85 | 41·89 | 44·37 | 71·51 | 60·79 | 61.26 | 62·27 | 45·51 | 59·16 | 61·83 | 44·90 | 51·21 | 2nd ,, | |
| 2·22 | 1·99 | 2·80 | 3·79 | 9·75 | 1·63 | 1·56 | 5·79 | 0·48 | 1·40 | 3·59 | 2·25 | 1·96 | 0·79 | 1st half | 121 |
| 2·00 | 0·96 | 2·69 | 5·63 | 14·83 | 1·53 | 2·25 | 9·36 | 0·60 | 2·46 | 4·25 | 2·28 | 1·87 | 2·06 | 2nd ,, | |
| ... | 8·57 | 0·57 | 6·82 | ... | ... | ... | ... | 0·16 | ... | ... | ... | ... | 0·32 | 1st half | 122 |
| ... | 8·35 | 0·88 | 6·60 | ... | ... | ... | ... | 0·25 | ... | ... | ... | ... | 0·40 | 2nd ,, | |
| 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 1st half | |
| 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 2nd ,, | |
| 12·41 | 11·56 | 21·92 | 11·56 | 11·67 | 8·76 | 5·32 | 11·00 | 5·63 | 8·64 | 19·84 | 15·09 | 10·38 | 10·99 | 1st half | 123 |
| 12·26 | 9·10 | 29·85 | 16·79 | 11·72 | 15·24 | 18·98 | 12·65 | 12·69 | 14·28 | 19·21 | 15·87 | 9·56 | 14·14 | 2nd ,, | |
| 20·85 | 10·11 | 13·99 | 10·72 | 9·26 | 16·44 | 17·32 | 16·10 | 14·25 | 14·18 | 20·63 | 19·32 | 17·14 | 18·26 | 1st half | 124 |
| 19·57 | 8·96 | 15 85 | 11·93 | 10·46 | 18·50 | 24·48 | 26·59 | 17·68 | 19·37 | 20·69 | 24·61 | 18·57 | 23·40 | 2nd ,, | |
| 4·31 | 3·38 | 3·13 | 2·97 | 3·73 | 4·30 | 1·73 | 1·52 | 1·01 | 2·60 | 1·16 | 5·52 | 5·24 | 4·53 | 1st half | 125 |
| 4 30 | 3·62 | 4·06 | 3·56 | 4·01 | 6·14 | 3·75 | 3·81 | 1·82 | 3·87 | 1·55 | 6·75 | 6·00 | 5·33 | 2nd ,, | |
| 7·86 | 8·92 | 13·40 | 7·05 | 7·48 | 5·65 | 4·41 | 5·36 | 5·76 | 8·90 | 11·76 | 9·75 | 8·49 | 8·47 | 1st half | 126 |
| 7·78 | 7·96 | 13·77 | 10·33 | 8·40 | 7·23 | 7·03 | 9·20 | 8·41 | 10·65 | 9·44 | 11·63 | 8·55 | 10·22 | 2nd ,, | |
| 5·37 | 4·82 | 18·82 | 5·24 | 7·68 | 2·93 | 2·78 | 2·77 | 4·62 | 7·33 | 7·22 | 8·29 | 7·35 | 5·94 | 1st half | 127 |
| 5·54 | 3·56 | 17·47 | 7·29 | 10·11 | 4·32 | 4·18 | 3·56 | 7·04 | 10·73 | 8·51 | 10·31 | 7·15 | 6·55 | 2nd ,, | |
| 1·55 | 2·41 | 0·55 | 2·21 | 5·73 | 1·02 | 3·19 | 0·96 | 4·29 | 1·26 | 0·48 | 1·18 | 1·35 | 1·24 | 1st half | 128 |
| 2·29 | 6·08 | 1·69 | 3·61 | 5·88 | 2·16 | 2·00 | 0·75 | 3·90 | 1·43 | 0·63 | 2·46 | 1·20 | 1·40 | 2nd ,, | |
| ... | 6·51 | 1·93 | 2·97 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1·01 | 1st half | 129 |
| ... | 1·14 | 0·90 | 4·15 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 0·75 | 2nd ,, | |
| 52·35 | 47·71 | 73·74 | 42·72 | 45·55 | 39·10 | 34·75 | 37·71 | 35·56 | 42·91 | 61·09 | 39·15 | 49·95 | 50·44 | 1st half | 130 |
| 51·74 | 40·42 | 83·59 | 58·16 | 50·58 | 53·59 | 60·42 | 56·56 | 51·54 | 60·33 | 60·03 | 71·63 | 51·03 | 61·79 | 2nd ,, | |

P. T. O.

# Appendix 46.
Analysis.

# APPEN

*Analysis of working of each railway*

NOTE.—These statistics are not

| Serial number. | PARTICULARS. | GAUGE. | 5′ 6″. | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Class: No. | 1 | 2 (a). | 3 | 4 | 5 | 7 | 8 | 9 (a) to (e). | 9 (f) to (j). | 10(a) to (e) | 11 (a) & (b). | |
| | | Calendar year 1900 by half-years. | East Indian. | Eastern Bengal. | Bengal Central. | Bengal-Nágpur. | East Coast. | Oudh and Rohilkhand. | North Western. | Great Indian Peninsula. | Indian Midland. | Bombay, Baroda and Central India. | The Nizam's Guaranteed State. | |
| | PER MILE OF LINE MAINTAINED. | | | | | | | | | TABLE A.—MAINTENANCE OF | | | | |
| 131a | General superintendence (including office expenses) A | 1st half | 186·49 | 285·57 | 94·06 | 103·79 | 126·64 | 123·15 | 129·40 | 154·71 | 88·57 | 167·66 | 155·85 | |
| | | 2nd ,, | 192·14 | 306·67 | 165·44 | 118·79 | 130·17 | 138·26 | 138·84 | 151·08 | 85·26 | 173·61 | 150·67 | |
| 132a | Maintenance and renewal of permanent-way | 1st half | 770·93 | 1,562·73 | 523·42 | 264·07 | 255·98 | 307·24 | 178·43 | 373·44 | 231·79 | 937·81 | 1,271·67 | |
| | | 2nd ,, | 937·83 | 1,129·30 | 536·47 | 222·56 | 231·15 | 343·80 | 333 61 | 581·35 | 302·47 | 1,152·48 | 298·83 | |
| 133a | Repairs of bridges, &c. | 1st half | 113·09 | 241·59 | 27·42 | 41·47 | 44·59 | 117·10 | 55·17 | 113·75 | 34·22 | 574·31 | 103·89 | |
| | | 2nd ,, | 122·48 | 294·40 | 25·30 | 41·25 | 116·69 | 101·17 | 57·11 | 142·64 | 28·06 | ... | 39·39 | |
| 134a | Conservancy of rivers | 1st half | ... | ... | 0·27 | ... | ... | 1·43 | 107·17 | ... | ... | 459·29 | 0·60 | |
| | | 2nd ,, | ... | ... | 3·45 | ... | ... | 4·12 | 76·83 | ... | ... | ... | ... | |
| 135a | Repairs of stations and buildings | 1st half | 237·67 | 509·05 | 62·44 | 98·12 | 44·12 | 110·05 | ... | 128·54 | 45·35 | 147·31 | 57·62 | |
| | | 2nd ,, | 322·11 | 340·93 | 87·36 | 54·96 | 43·82 | 120·77 | 0·25 | 121·85 | 63·08 | 174·72 | 54·39 | |
| 136a | Other charges (net) | 1st half | 162·70 | 155·21 | 10·47 | 16·38 | 47·88 | 80·92 | 91·54 | 167·26 | 24·66 | 121·54 | 62·36 | |
| | | 2nd ,, | 144·39 | 128·89 | 40·08 | 53·33 | 78·95 | 65·22 | 99·43 | 75·01 | 34·61 | 119·47 | 82·17 | |
| 137a | Total maintenance, &c. | 1st half | 1,470·88 | 2,754·15 | 718·08 | 523·83 | 519·21 | 739·89 | 575·69 | 937·70 | 424·59 | 1,948·63 | 1,651·99 | |
| | | 2nd ,, | 1,718·95 | 2,200·19 | 798·10 | 490·89 | 600·78 | 773·34 | 727·66 | 1,071·93 | 513·48 | 2,079·57 | 625·45 | |
| | PER MILE OF TRACK, INCLUDING SIDINGS. | | | | | | | | | | | | | |
| 131b | General superintendence (including office expenses) A | 1st half | 123·05 | 149·88 | 79·76 | 92·90 | 110·82 | 107·92 | 102·79 | 103·01 | 79·09 | 119·99 | 140·14 | |
| | | 2nd ,, | 126·48 | 160·74 | 88·62 | 105·97 | 113·62 | 121·39 | 110·25 | 100·25 | 76·09 | 122·99 | 135·43 | |
| 132b | Maintenance and renewal of permanent-way | 1st half | 508·64 | 820·14 | 443·82 | 236·36 | 224·00 | 269·24 | 141·72 | 248·65 | 206·96 | 671·15 | 1,143·49 | |
| | | 2nd ,, | 617·38 | 591·92 | 450·91 | 198·55 | 201·75 | 301·84 | 264·91 | 385·77 | 269·95 | 816·48 | 268·59 | |
| 133b | Repairs of bridges, &c. | 1st half | 74·61 | 126·80 | 23·25 | 37·13 | 39·02 | 102·62 | 43·82 | 75·74 | 30·56 | 411·01 | 93·42 | |
| | | 2nd ,, | 80·63 | 154·30 | 21·26 | 36·80 | 101·85 | 88·83 | 45·35 | 94·66 | 25·04 | ... | 35·40 | |
| 134b | Conservancy of rivers | 1st half | ... | ... | 0·22 | ... | ... | 1·25 | 85·12 | ... | ... | 325·39 | 0·54 | |
| | | 2nd ,, | ... | ... | 2·90 | ... | ... | 3·62 | 61·01 | ... | ... | ... | ... | |
| 135b | Repairs of stations and buildings | 1st half | 156·81 | 267·15 | 52·95 | 87·82 | 38·60 | 96·44 | ... | 85·58 | 40·50 | 105·42 | 51·82 | |
| | | 2nd ,, | 212·05 | 178·69 | 73·43 | 49·03 | 38·25 | 106·63 | 0·19 | 80·86 | 56·30 | 123 78 | 48·89 | |
| 136b | Other charges (net) | 1st half | 107·34 | 81·45 | 8·89 | 14·65 | 41·90 | 70·91 | 72·72 | 111·36 | 22·02 | 86·98 | 56·07 | |
| | | 2nd ,, | 95·05 | 67·56 | 33·69 | 47·57 | 68·90 | 57·26 | 78·96 | 49·78 | 30·89 | 84·64 | 73·87 | |
| 137b | Total maintenance, &c. | 1st half | 970·45 | 1,445·42 | 608·89 | 468·86 | 454·34 | 648·38 | 457·28 | 624·34 | 379·13 | 1,394·55 | 1,485·48 | |
| | | 2nd ,, | 1,131·59 | 1,155·21 | 670·81 | 437·92 | 524·37 | 678·97 | 577·82 | 711·32 | 458·27 | 1,473·28 | 502·18 | |
| | PER TOTAL TRAIN-MILE. | | | | | | | | | | | | | |
| 131c | General superintendence (including office expenses) A | 1st half | 0·72 | 1·30 | 0·95 | 1·01 | 1·70 | 1·20 | 1·51 | 0·72 | 1·05 | 1·10 | 1·40 | |
| | | 2nd ,, | 0·77 | 1·19 | 0·93 | 1·69 | 1·64 | 1·41 | 1·68 | 0·83 | 1·16 | 1·45 | 1·54 | |
| 132c | Maintenance and renewal of permanent-way | 1st half | 2·99 | 7·10 | 5·29 | 2·58 | 3·42 | 2·99 | 2·09 | 1·73 | 2·74 | 6·15 | 11·40 | |
| | | 2nd ,, | 3·78 | 4·39 | 4·74 | 3·17 | 2·92 | 3·52 | 4·05 | 3·19 | 4·12 | 9·65 | 3·07 | |
| 133c | Repairs of bridges, &c. | 1st half | 0·44 | 1·09 | 0·28 | 0·40 | 0·60 | 1·14 | 0·65 | 0·53 | 0·40 | 3·77 | 0·93 | |
| | | 2nd ,, | 0·49 | 1·15 | 0·22 | 0·59 | 1·47 | 1·04 | 0·69 | 0·78 | 0·38 | 3·85 | 0·40 | |
| 134c | Conservancy of rivers | 1st half | ... | ... | ... | ... | ... | 0·01 | 1·25 | ... | ... | ... | 0·01 | |
| | | 2nd ,, | ... | ... | 0·03 | ... | ... | 0·04 | 0·93 | ... | ... | ... | ... | |
| 135c | Repairs of stations and buildings | 1st half | 0·92 | 2·31 | 0·63 | 0·96 | 0·58 | 1·07 | ... | 0·60 | 0·53 | 0·97 | 0·52 | |
| | | 2nd ,, | 1·30 | 1·33 | 0·77 | 0·78 | 0·56 | 1·24 | ... | 0·67 | 0·86 | 1·46 | 0·56 | |
| 136c | Other charges (net) | 1st half | 0·63 | 0·70 | 0·11 | 0·16 | 0·64 | 0·79 | 1·07 | 0·78 | 0·29 | 0·80 | 0·56 | |
| | | 2nd ,, | 0·59 | 0·50 | 0·36 | 0·76 | 1·01 | 0·67 | 1·20 | 0·41 | 0·47 | 1·00 | 0·83 | |
| 137c | Total maintenance, &c. | 1st half | 5·70 | 12·50 | 7·26 | 5·11 | 6·94 | 7·20 | 6·73 | 4·35 | 5·01 | 12·79 | 14·82 | |
| | | 2nd ,, | 6·93 | 8·56 | 7·05 | 6·99 | 7·60 | 7·92 | 8·82 | 5·89 | 6·99 | 17·41 | 6·40 | |
| | PER 1,000 GROSS TON-MILES. | | | | | | | | | | | | | |
| 131d | General superintendence (including office expenses) A | 1st half | 0·12 | 0·27 | 0·25 | 0·16 | 0·31 | 0·26 | 0·29 | 0·14 | 0·17 | 0·16 | 0·21 | |
| | | 2nd ,, | 0·13 | 0·21 | 0·20 | 0·31 | 0·31 | 0·33 | 0·34 | 0·17 | 0·21 | 0·24 | 0·24 | |
| 132d | Maintenance and renewal of permanent-way | 1st half | 0·49 | 1·43 | 1·40 | 0·40 | 0·62 | 0·64 | 0·40 | 0·33 | 0·45 | 0·91 | 1·73 | |
| | | 2nd ,, | 0·66 | 0·75 | 1·01 | 0·58 | 0·54 | 0·82 | 0 83 | 0 64 | 0·76 | 1·61 | 0·49 | |
| 133d | Repairs of bridges, &c. | 1st half | 0·07 | 0·21 | 0·07 | 0·06 | 0·11 | 0·24 | 0·13 | 0·10 | 0·06 | 0·56 | 0·14 | |
| | | 2nd ,, | 0·09 | 0·20 | 0·05 | 0·11 | 0·28 | 0·24 | 0·15 | 0·16 | 0·07 | 0·64 | 0·06 | |
| 134d | Conservancy of rivers | 1st half | ... | ... | ... | ... | ... | ... | 0·03 | ... | ... | ... | ... | |
| | | 2nd ,, | ... | ... | 0·01 | ... | ... | 0·01 | 0·05 | ... | ... | ... | ... | |
| 135d | Repairs of stations and buildings | 1st half | 0·15 | 0·47 | 0·17 | 0·15 | 0·11 | 0·23 | 0·24 | 0·11 | 0·09 | 0·14 | 0·08 | |
| | | 2nd ,, | 0·23 | 0·23 | 0·16 | 0·14 | 0·10 | 0·29 | 0·19 | 0·13 | 0·16 | 0·24 | 0·09 | |
| 136d | Other charges (net) | 1st half | 0·11 | 0·15 | 0·03 | 0·03 | 0·12 | 0·17 | 0·21 | 0·15 | 0·05 | 0·11 | 0·08 | |
| | | 2nd ,, | 0·10 | 0·08 | 0·08 | 0·14 | 0·18 | 0·15 | 0·24 | 0·08 | 0·09 | 0·16 | 0·13 | |
| 137d | Total maintenance, &c. | 1st half | 0·94 | 2·53 | 1·92 | 0·80 | 1·27 | 1·54 | 1·30 | 0·84 | 0·82 | 1·88 | 2·24 | |
| | | 2nd ,, | 1·21 | 1·47 | 1·51 | 1·28 | 1·41 | 1·84 | 1·80 | 1·18 | 1·29 | 2·89 | 1·01 | |

# DIX 46—*contd.*



*(by systems) during each half-year of 1900*—contd.

prepared by the railways not shown.

| | 3′ 3⅜″ | | | | | | | | | | | | GAUGE. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 2 (*b*) to (*d*) | 15 | 17 | 18 | 10 (*f*) to (*i*) | 19 | | 20 | 21 | 11 (*c*) | 22 | 24 | 25 | Class: No. | Serial number. |
| | | | | | | Jodhpur-Bikaner. | | | | | | | | | |
| Madras. | Eastern Bengal. | Assam-Bengal. | Bengal and North-Western. | Rohilkund and Kumaon. | Rajputana-Malwa. | Jodhpur section. | Bikaner section. | Udaipur-Chitor. | Bhávnagar-Gondal-Junágad-Porbandar. | Hyderabad Gódávari Valley | Southern Mahratta. | South Indian. | Burma. | Calendar year 1900 by half-years. | |
| **WAY, WORKS AND STATIONS.** | | | | | | | | | | | | | | | |
| 153·60 | 109·57 | 155·95 | 99·29 | 77·44 | 96·61 | 16·95 | 8·83 | 29·67 | 57·81 | | 87·32 | 104·85 | 108·67 | 1st half | 131*a* |
| 151·34 | 103 39 | 145·51 | 94·98 | 68 92 | 101·49 | 17·40 | 12·00 | 30·78 | 64·32 | | 83·84 | 109·71 | 100·33 | 2nd ,, | |
| 327·43 | 395·19 | 212·29 | 254·00 | 189·48 | 508·54 | 102·76 | 114·60 | 124·26 | 175·80 | | 236·44 | 268·35 | 315·51 | 1st half | 132*a* |
| 384·35 | 306·52 | 225·63 | 243·98 | 166·99 | 547·37 | 225·44 | 97·98 | 152 12 | 171·54 | | 197 75 | 272·17 | 375·54 | 2nd ,, | |
| 139·74 | 48·44 | 17·20 | 86·25 | 62·02 | 50·85 | 2·01 | 1·95 | 2·22 | 4·62 | | 58·75 | 20·54 | 91·85 | 1st half | 133*a* |
| 83·94 | 42·78 | 115·65 | 62·59 | 63·85 | 34·23 | 11·94 | 0·06 | 17·31 | 36 78 | 344·98 362·77 | 45·41 | 35·05 | 67·27 | 2nd ,, | |
| ... | 0·04 | ... | 1·10 | 6·75 | ... | ... | ... | ... | ... | | ... | ... | 1·48 | 1st half | 134*a* |
| ... | ... | ... | 1·17 | 5·44 | ... | ... | ... | ... | ... | | ... | ... | 0·31 | 2nd ,, | |
| 84·30 | 86·54 | 35·45 | 63·38 | 30·15 | 51·15 | 8·04 | 3·69 | 2·64 | 16·27 | | 46·16 | 46·79 | 69·89 | 1st half | 135*a* |
| 63·44 | 60·19 | 86·32 | 45·72 | 22·63 | 49·49 | 9·45 | 5·98 | 11·72 | 14·19 | | 35·42 | 27·94 | 63·46 | 2nd ,, | |
| 118·93 | 41·43 | 5·82 | 78·20 | 24·63 | 71·87 | 13·38 | 2·48 | 6·86 | 18·74 | | 23·11 | 9·04 | 43·70 | 1st half | 136*a* |
| 130·34 | 59·38 | 15 06 | 69·17 | 18·65 | 61·73 | 33·89 | 0·53 | 14·20 | 11 53 | | 28·55 | 48·99 | 26·33 | 2nd ,, | |
| 824·00 | 681·21 | 426·71 | 585·14 | 390·47 | 779·02 | 143·14 | 13·55 | 165·65 | 273·24 | 344·98 | 451·78 | 431·49 | 631·10 | 1st half | 137*a* |
| 813 41 | 572·26 | 588·17 | 517·61 | 345·07 | 794·31 | 298·12 | 116·55 | 226·13 | 298·36 | 362·77 | 390·97 | 395·88 | 633·24 | 2nd ,, | |
| 125·44 | 93·06 | 135·33 | 86·62 | 68·83 | 82·74 | 16·43 | 8·62 | 28·37 | 32·37 | | 78·99 | 93·52 | 93·08 | 1st half | 131*b* |
| 129·52 | 88·60 | 125·86 | 82·97 | 61·42 | 86·90 | 16·80 | 11·70 | 29·43 | 58·34 | | 75·82 | 97·27 | 86·64 | 2nd ,, | |
| 267·40 | 335·63 | 184·20 | 221·58 | 168·42 | 435·54 | 99·60 | 111·93 | 118·81 | 159·29 | | 213·87 | 239·36 | 270·24 | 1st half | 132*b* |
| 313·70 | 262·06 | 195·16 | 213·12 | 148·86 | 468·64 | 217·61 | 95·59 | 145·42 | 155 60 | | 178·86 | 242·53 | 324·25 | 2nd ,, | |
| 114·12 | 41·14 | 14·94 | 76·70 | 55·13 | 43·55 | 1·94 | 1·90 | 2·13 | 4·19 | | 53·15 | 18·32 | 78·68 | 1st half | 133*b* |
| 68·51 | 36·65 | 100·03 | 54·67 | 56·91 | 29·30 | 11·53 | 0·06 | 16·54 | 33·37 | 321·63 334·94 | 41·08 | 31·23 | 58 08 | 2nd ,, | |
| ... | 0·03 | ... | 0·96 | 6·00 | ... | ... | ... | ... | ... | | ... | ... | 1·26 | 1st half | 134*b* |
| ... | ... | ... | 1·02 | 4·85 | ... | ... | ... | ... | ... | | ... | ... | 0·27 | 2nd ,, | |
| 68·84 | 73·51 | 30·76 | 55·26 | 26·80 | 43·81 | 7·80 | 3·60 | 2·52 | 14·74 | | 41·75 | 41·74 | 59·87 | 1st half | 135*b* |
| 51·78 | 51·58 | 74·66 | 39·94 | 20·18 | 42·38 | 9·13 | 5·83 | 11·20 | 12·88 | | 32·03 | 24·90 | 54 79 | 2nd ,, | |
| 97·12 | 35·17 | 5·05 | 68·22 | 21·90 | 61·56 | 12·96 | 2·43 | 6 56 | 16·98 | | 20·90 | 8·07 | 37·43 | 1st half | 136*b* |
| 106·38 | 50·90 | 13·02 | 60·42 | 16·64 | 52 84 | 32·71 | 0·52 | 13·58 | 10·45 | | 25·83 | 43·67 | 22·73 | 2nd ,, | |
| 672·92 | 578·54 | 370·28 | 510·45 | 347·08 | 667·20 | 138·73 | 128·48 | 158·39 | 247·57 | 321·63 | 408·66 | 384·87 | 540·56 | 1st half | 137*b* |
| 663·89 | 490·39 | 508·73 | 452·14 | 308·14 | 680·06 | 287 77 | 113·70 | 216·17 | 270·64 | 334·94 | 253·62 | 352·76 | 546·76 | 2nd ,, | |
| 1·57 | 1·02 | 3·66 | 0·94 | 1·11 | 0·67 | 0·36 | 0·26 | 0·89 | 1·03 | | 1·24 | 1·16 | 1·07 | 1st half | 131*c* |
| 1·41 | 0·99 | 3·37 | 1·11 | 1·05 | 0 92 | 0·47 | 0 28 | 1·10 | 1·62 | | 1·26 | 1·18 | 1·05 | 2nd ,, | |
| 3·34 | 3·71 | 4·98 | 2·41 | 2·73 | 3·55 | 2·17 | 3·35 | 3·71 | 3·16 | | 3·35 | 2·98 | 3·10 | 1st half | 132*c* |
| 3·57 | 2·95 | 5·22 | 2·84 | 2·54 | 5·01 | 6·13 | 2 24 | 5·45 | 4·32 | | 2·97 | 2·93 | 3·94 | 2nd ,, | |
| 1·43 | 0·45 | 0·40 | 0·84 | 0·89 | 0·35 | 0·04 | 0·06 | 0·06 | 0·08 | 7·62 7·03 | 0·83 | 0·23 | 0·90 | 1st half | 133*c* |
| 0·78 | 0·41 | 2·63 | 0·73 | 0·97 | 0·31 | 0·33 | ... | 0·62 | 0·93 | | 0·68 | 0·38 | 0·71 | 2nd ,, | |
| ... | ... | ... | 0·01 | 0·10 | ... | ... | ... | ... | ... | | ... | ... | 0·02 | 1st half | 134*c* |
| ... | ... | ... | 0·01 | 0·08 | ... | ... | ... | ... | ... | | ... | ... | ... | 2nd ,, | |
| 0·86 | 0·84 | 0·83 | 0·62 | 0·44 | 0·36 | 0·17 | 0·11 | 0·08 | 0·29 | | 0·66 | 0·51 | 0·68 | 1st half | 135*c* |
| 0·59 | 0·58 | 2·00 | 0·53 | 0·34 | 0·46 | 0·26 | 0·14 | 0·42 | 0·35 | | 0·53 | 0·30 | 0·67 | 2nd ,, | |
| 1·21 | 0·38 | 0·14 | 0·74 | 0·36 | 0·50 | 0·28 | 0·07 | 0·20 | 0·34 | | 0·32 | 0·10 | 0·43 | 1st half | 136*c* |
| 1·21 | 0·57 | 0·35 | 0·81 | 0·28 | 0·57 | 0·92 | 0·11 | 0·50 | 0 29 | | 0·43 | 0·53 | 0·28 | 2nd ,, | |
| 8·41 | 6·40 | 10·01 | 5·56 | 5·63 | 5·43 | 3·02 | 3·85 | 4·94 | 4·90 | 7·62 | 6·40 | 4·78 | 6·20 | 1st half | 137*c* |
| 7·56 | 5·50 | 13·62 | 6·03 | 5·25 | 7·27 | 8·11 | 2·67 | 8·09 | 7·51 | 7·03 | 5·87 | 4·26 | 6 65 | 2nd ,, | |
| 0·34 | 0·33 | 0·99 | 0·30 | 0·42 | 0·18 | 0·11 | 0·11 | 0·25 | 0·38 | | 0·41 | 0·45 | 0·35 | 1st half | 131*d* |
| 0·32 | 0·41 | 0 98 | 0·40 | 0·41 | 0·24 | 0·16 | 0·13 | 0·42 | 0 64 | | 0·45 | 0·45 | 0·38 | 2nd ,, | |
| 0·72 | 1·15 | 1·34 | 0·77 | 1·01 | 0·91 | 0·68 | 1·44 | 1·05 | 1·15 | | 1·10 | 1·14 | 1·02 | 1st half | 132*d* |
| 0·81 | 1·18 | 1·52 | 1·04 | 0·99 | 1·31 | 2·08 | 1·08 | 1·63 | 1·69 | | 1 06 | 1·12 | 1·41 | 2nd ,, | |
| 0·31 | 0·14 | 0·11 | 0·27 | 0·33 | 0·09 | 0·01 | 0·02 | 0·02 | 0·03 | | 0·27 | 0·08 | 0·30 | 1st half | 133*d* |
| 0·18 | 0·16 | 0·78 | 0·27 | 0·38 | 0·08 | 0·11 | ... | 0·19 | 0·36 | 2·66 2·75 | 0·24 | 0·14 | 0·26 | 2nd ,, | |
| ... | ... | ... | ... | 0·04 | ... | ... | ... | ... | ... | | ... | ... | 0·01 | 1st half | 134*d* |
| ... | ... | ... | 0·01 | 0·03 | ... | ... | ... | ... | ... | | ... | ... | ... | 2nd ,, | |
| 0·19 | 0·25 | 0·23 | 0·19 | 0·16 | 0·08 | 0·05 | 0·05 | 0·02 | 0·10 | | 0·21 | 0·20 | 0·22 | 1st half | 135*d* |
| 0·13 | 0·23 | 0·58 | 0·19 | 0·13 | 0 12 | 0·09 | 0·07 | 0·12 | 0·14 | | 0·19 | 0·12 | 0 24 | 2nd ,, | |
| 0·26 | 0·11 | 0·03 | 0·23 | 0·13 | 0·13 | 0·09 | 0·03 | 0·05 | 0·12 | | 0·11 | 0·04 | 0·14 | 1st half | 136*d* |
| 0·27 | 0·23 | 0·10 | 0·29 | 0·11 | 0·15 | 0·31 | 0·01 | 0·15 | 0·11 | | 0·15 | 0·20 | 0·10 | 2nd ,, | |
| 1·82 | 1·98 | 2·70 | 1·76 | 2·09 | 1·39 | 0·94 | 1·65 | 1·39 | 1·78 | 2·66 | 2·10 | 1·83 | 2·04 | 1st half | 137*d* |
| 1·71 | 2·21 | 3·96 | 2·20 | 2·05 | 1·90 | 2·75 | 1·29 | 2·51 | 2·94 | 2·75 | 2·09 | 1·63 | 2·39 | 2nd ,, | |

Appendix 46.
Analysis.

# APPEN

*Analysis of working of each railway*

NOTE.—These Statistics are not

| Serial number. | PARTICULARS. | GAUGE. | 5′ 6″. | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Class: No. | 1 | 2 (*a*) | 3 | 4 | 5 | 7 | 8 | 9 (*a*) to (*e*). | 9 (*f*) to (*j*). | 10(*a*)to(*e*). | 11 (*a*) & (*b*). |
| | | Calendar year 1900 by half-years. | East Indian. | Eastern Bengal. | Bengal Central. | Bengal-Nágpur. | East Coast. | Oudh and Rohilkhand. | North Western. | Great Indian Peninsula. | Indian Midland. | Bombay, Baroda and Central India. | The Nizam's Guaranteed State. |
| | | | | | | | | | | | TABLE B.—LOCOMOTIVE | | |
| | Average price of fuel per ton in terms of coal* | 1st half | 2·00 | 6·93 | 6·27 | 3 85 | 8 87 | 10·12 | 15·68 | 10·95 | 8·56 | 17·90 | 4·60 |
| | | 2nd ,, | 1·96 | 7·24 | 6·04 | 4·22 | 7·22 | 8·91 | 16·30 | 12·05 | 8·73 | 17·50 | 4·10 |
| | wood | 1st half | ... | ... | ... | ... | ... | ... | ... | ... | ... | .. | ... |
| | | 2nd ,, | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | PER TOTAL TRAIN-MILE | | | | | | | | | | | | |
| 138*a* | General superintendence (including office expenses) .*Annas* | 1st half | 0·55 | 0 60 | 0·55 | 0·65 | 0·90 | 0·61 | 0·88 | 0·56 | 0·65 | 0·60 | 0·67 |
| | | 2nd ,, | 0·57 | 0·54 | 0·48 | 1·01 | 0·78 | 0·66 | 0·90 | 0·66 | 0·76 | 0·80 | 0·82 |
| 139*a* | Running expenses . ,, | 1st half | 2·02 | 2·07 | 1·05 | 1·96 | 1·94 | 0·89 | 2·01 | 2·98 | 1·99 | 2·45 | 1·73 |
| | | 2nd ,, | 2·08 | 1·82 | 1·09 | 2·28 | 1·88 | 0·93 | 1·97 | 3·09 | 2·02 | 2 81 | 1·72 |
| 140*a* | Fuel . . . ,, | 1st half | 0·92 | 2·38 | 2·06 | 1·69 | 3·43 | 3·55 | 5·73 | 3·74 | 3·71 | 7·65 | 2·22 |
| | | 2nd ,, | 0·88 | 2·77 | 2·51 | 1·75 | 3·08 | 3·23 | 5 45 | 4·13 | 3·74 | 6·71 | 2·13 |
| 141*a* | Water . . . ,, | 1st half | 0·10 | 0·16 | 0·12 | 0·19 | 0·19 | 0·10 | 0·25 | 0·40 | 0·37 | 0·75 | 0·29 |
| | | 2nd ,, | 0·10 | 0·17 | 0·14 | 0·24 | 0·17 | 0·11 | 0·26 | 0·40 | 0·35 | 0·69 | 0·30 |
| 142*a* | Oil, tallow and other stores . . . ,, | 1st half | 0·30 | 0·29 | 0·29 | 0·32 | 0·38 | 0·26 | 0·33 | 0·34 | 0·43 | 0·71 | 0·33 |
| | | 2nd ,, | 0·37 | 0·28 | 0·32 | 0 30 | 0·36 | 0·26 | 0·37 | 0·40 | 0·48 | 0·74 | 0·37 |
| 143*a* | Maintenance and renewal of locomotives . . . ,, | 1st half | 2·15 | 2·42 | 1·32 | 1·11 | 1·86 | 4·71 | 3·23 | 3·03 | 1·78 | 4·38 | 1·77 |
| | | 2nd ,, | 2·07 | 1·59 | 0·54 | 0·47 | 2·04 | 0·80 | 2·80 | 4·20 | 2·66 | 4·31 | 1·76 |
| 143A (*a*) | Maintenance and renewal of machinery, tools and plant . ,, | 1st half | 0·17 | 0·36 | 0·12 | 0·08 | 0·14 | 0·11 | 0·27 | 0·15 | 0·12 | 0·27 | 0·22 |
| | | 2nd ,, | 0·21 | 0·34 | 0·04 | 0·09 | 0·22 | 0 13 | 0·26 | 0·21 | 0·17 | 0·40 | 0·11 |
| 144*a* | Other charges (net) ,, | 1st half | 1·06 | 0·33 | 0·18 | 1·42 | 1·20 | 0·98 | 1·02 | 1·81 | 1·94 | 0·56 | 0·78 |
| | | 2nd ,, | 0·98 | 0·15 | 0 29 | 1·70 | 0·28 | 0 93 | 1·05 | 0·93 | 2·04 | 1·42 | 0·74 |
| 145*a* | Total locomotive expenses . . . ,, | 1st half | 7·27 | 8·61 | 5·69 | 7·42 | 10·04 | 11·21 | 13·72 | 13·00 | 10·99 | 17·37 | 8·01 |
| | | 2nd ,, | 7·26 | 7·66 | 5·41 | 8·84 | 8·81 | 7·05 | 13·06 | 14 02 | 12·22 | 17 88 | 7·95 |
| | Fuel consumed in terms of coal* . *lbs.* | 1st half | 64·56 | 48·00 | 36·72 | 61·42 | 54·11 | 47·50 | 51·19 | 47·77 | 60·77 | 59·84 | 67·40 |
| | | 2nd ,, | 63·03 | 53·46 | 43·76 | 57·93 | 59·73 | 47·84 | 46·74 | 47·99 | 60 02 | 53·70 | 72·89 |
| | wood . ,, | 1st half | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | 2nd ,, | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | PER ENGINE-MILE. | | | | | | | | | | | | |
| 138*b* | General superintendence (including office expenses) .*Annas* | 1st half | 0·45 | 0·43 | 0·48 | 0·59 | 0·81 | 0·52 | 0·77 | 0·49 | 0·56 | 0·51 | 0·59 |
| | | 2nd ,, | 0·46 | 0·38 | 0·39 | 0·91 | 0·73 | 0·55 | 0·79 | 0·58 | 0·65 | 0·69 | 0·70 |
| 139*b* | Running expenses . ,, | 1st half | 1·64 | 1·47 | 0·93 | 1·79 | 1·75 | 0·76 | 1·76 | 2·61 | 1·70 | 2·08 | 1·51 |
| | | 2nd ,, | 1·67 | 1·29 | 0·89 | 2·03 | 1·74 | 0·78 | 1·73 | 2 71 | 1·72 | 2·42 | 1·49 |
| 140*b* | Fuel . . . ,, | 1st half | 0·75 | 1·69 | 1·81 | 1·54 | 3·10 | 3·01 | 5·06 | 3·28 | 3·18 | 6·48 | 1·93 |
| | | 2nd ,, | 0·71 | 1·95 | 2·03 | 1·55 | 2·83 | 2·70 | 4·78 | 3·62 | 3·18 | 5·77 | 1·85 |
| 141*b* | Water . . . ,, | 1st half | 0·08 | 0·12 | 0·11 | 0·18 | 0·17 | 0·09 | 0·22 | 0·35 | 0·32 | 0·64 | 0·25 |
| | | 2nd ,, | 0·08 | 0·12 | 0·11 | 0·21 | 0·16 | 0·09 | 0·23 | 0·35 | 0·29 | 0·59 | 0·26 |
| 142*b* | Oil, tallow and other stores . . . ,, | 1st half | 0·25 | 0·21 | 0·25 | 0·29 | 0·34 | 0·22 | 0·28 | 0·30 | 0·36 | 0·60 | 0·29 |
| | | 2nd ,, | 0 30 | 0·20 | 0·26 | 0·26 | 0·33 | 0·22 | 0·32 | 0·35 | 0·41 | 0·64 | 0·32 |
| 143*b* | Maintenance and renewal of locomotives . . . ,, | 1st half | 1·74 | 1·73 | 1·16 | 1·01 | 1·69 | 4·00 | 2·82 | 2·65 | 1·53 | 3·71 | 1·55 |
| | | 2nd ,, | 1·66 | 1 12 | 0·41 | 1·31 | 1·88 | 0·67 | 2·46 | 3·68 | 2·25 | 3·70 | 1·53 |
| 14 (*b*) | Maintenance and renewal of machinery, tools and plant . ,, | 1st half | 0·14 | 0·25 | 0·10 | 0·07 | 0·12 | 0·09 | 0·23 | 0·13 | 0·10 | 0·23 | 0·19 |
| | | 2nd ,, | 0·17 | 0·24 | 0 03 | 0·08 | 0·20 | 0·11 | 0·22 | 0·18 | 0·15 | 0·34 | 0·10 |
| 144*b* | Other charges (net) . ,, | 1st half | 0·86 | 0·22 | 0·16 | 1·29 | 1·09 | 0·83 | 0·89 | 1·59 | 1·66 | 0·47 | 0·68 |
| | | 2nd ,, | 0·79 | 0·11 | 0·23 | 1·52 | 0·24 | 0·78 | 0·93 | 0·81 | 1·74 | 1·22 | 0·64 |
| 145*b* | Total locomotive expenses . . . ,, | 1st half | 5·91 | 6·12 | 5·00 | 6·76 | 9·07 | 9·52 | 11·97 | 11·40 | 9·41 | 14·72 | 6·99 |
| | | 2nd ,, | 5·84 | 5·41 | 4·38 | 7·87 | 8·41 | 5·90 | 11·46 | 12 29 | 10·38 | 15·37 | 6·89 |
| | Fuel consumed in terms of coal* . *lbs.* | 1st half | 52·51 | 34·14 | 32·31 | 55·95 | 48·99 | 40·33 | 44 65 | 41·86 | 52·00 | 50·71 | 58·87 |
| | | 2nd ,, | 50·71 | 37·78 | 35 49 | 51 57 | 54·98 | 40·06 | 41·02 | 42·07 | 51·01 | 46·15 | 63·20 |
| | wood . | 1st half | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | 2nd ,, | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |

* The standard used is Kurhurbaree coal, except in the case of the Nizam's Guaranteed State railway, which uses Singareni coal.

## DIX 46—*contd.*

*(by systems) during each half-year of 1900*—contd.

prepared by the railways not shown.

| 12 | 3′ 3⅜″. 2 (*b*) to (*d*). | 15 | 17 | 18 | 10 (*f*) to (*i*). | 19 | | 20 | 21 | 11 (*c*). | 22 | 24 | 25 | Gauge Class: No. | Serial number. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Madras. | Eastern Bengal. | Assam-Bengal. | Bengal and North-Western. | Rohilkund and Kumaon | Rajputana-Malwa. | Jodhpur-Bikaner. Jodhpur section. | Bikaner section. | Udaipur Chitor. | Bhávnagar-Gondal-Junágad-Porbandar | Hyderabad Godávári Valley. | Southern Mahratta. | South Indian. | Burma. | Calendar year 1900 by half-years. | |
| **EXPENSES.** | | | | | | | | | | | | | | | |
| 15·00 | 7·81 | † | 7·10 | ... | 19·51 | 20·33 | 20·32 | 25·03 | 19·95 | 12·58 | 9·80 | 15·63 | 13·15 | 1st half | |
| 14·53 | 8·37 | 9 15 | 6·26 | ... | 18·68 | 19·57 | 19·41 | 25·88 | 20·15 | 9·79 | 9 79 | 15·98 | 13·18 | 2nd ,, | |
| ... | ... | ... | ... | 3·17 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1st half | |
| ... | ... | ... | ... | 3·21 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2nd ,, | |
| 0·87 | 0·58 | 0·98 | 0·41 | 0·62 | 0·62 | 0·41 | 0·23 | 1·00 | 0·67 | 1·04 | 0·84 | 0·65 | 0·43 | 1st half | 138*a* |
| 0·74 | 0·54 | 0·98 | 0·45 | 0·72 | 0·78 | 0·62 | 0·31 | 1 44 | 0·90 | 0·84 | 0 87 | 0·65 | 0·76 | 2nd ,, | |
| 2·17 | 1·11 | 1·25 | 0·88 | 0·79 | 1·81 | 0·66 | 0·38 | 0·64 | 1·22 | 1·26 | 1·58 | 1·55 | 2·24 | 1st half | 139*a* |
| 2·00 | 1·04 | 1·29 | 0·84 | 0·86 | 2·02 | 0·82 | 0·45 | 0·61 | 1·45 | 1·39 | 1·58 | 1·56 | 2·48 | 2nd ,, | |
| 5·53 | 1·64 | 2·42 | 1·94 | 1·46 | 4·96 | 5·94 | 3·28 | 7·03 | 4·21 | 3·97 | 2·47 | 3·24 | 4·13 | 1st half | 140*a* |
| 5·37 | 1·74 | 2·53 | 1·50 | 1·41 | 4·53 | 4·89 | 2·45 | 7 92 | 4·48 | 3·07 | 2 43 | 3·43 | 4·41 | 2nd ,, | |
| 0·26 | 0·12 | 0·25 | 0·17 | 0·13 | 0·29 | 0·40 | 0·39 | 0·43 | 0·21 | 0·57 | 0·23 | 0·15 | 0·29 | 1st half | 141*a* |
| 0·24 | 0·10 | 0·28 | 0·16 | 0·13 | 0 24 | 0·26 | 0·39 | 0·33 | 0·26 | 0·40 | 0·24 | 0·18 | 0 37 | 2nd ,, | |
| 0·34 | 0·21 | 0·25 | 0·17 | 0·18 | 0·18 | 0·58 | 0·32 | 0·25 | 0·28 | 0·28 | 0·13 | 0·27 | 0·34 | 1st half | 142*a* |
| 0·35 | 0·20 | 0·26 | 0·19 | 0·21 | 0·28 | 0·56 | 0·28 | 0·32 | 0 32 | 0·30 | 0 16 | 0·28 | 0·29 | 2nd ,, | |
| 3·64 | 0·94 | 0·85 | 0·85 | 0·80 | 1·44 | 1·27 | 0·73 | 3·18 | 1·08 | 0·50 | 1·55 | 1·84 | 2·31 | 1st half | 143*a* |
| 2·64 | 0·72 | 1·59 | 0·73 | 0·90 | 1·44 | 2·24 | 1·17 | 0·45 | 1·85 | 0·77 | 1·71 | 1·87 | 2·03 | 2nd ,, | |
| 0·09 | 0·12 | 0·03 | 0·05 | 0·06 | 0·08 | 0·07 | 0·04 | 0·07 | 0·21 | 0·05 | 0·27 | 0·12 | 0·19 | 1st half | 143A (*a*) |
| 0·09 | 0·15 | 0·03 | 0·04 | 0·11 | 0·12 | 0·10 | 0·05 | 0·16 | 0·09 | 0·18 | 0·22 | 0·16 | 0·21 | 2nd ,, | |
| 1·22 | 0·88 | 0·36 | 0·67 | 0·43 | 0·82 | 0·50 | 0·27 | ... | 0·12 | 0·26 | 1·12 | 0·08 | 0·36 | 1st half | 144*a* |
| 0·63 | 0·93 | 0·27 | 0·36 | 8·36 | 0·97 | 0·97 | 0·51 | 0·01 | 0·80 | 0·63 | 1·90 | 0·13 | 0·45 | 2nd ,, | |
| 14·12 | 5·60 | 6·39 | 5·14 | 4·47 | 10·20 | 9·83 | 5·64 | 12·60 | 8·00 | 7·93 | 8·19 | 7·90 | 10·29 | 1st half | 145*a* |
| 12·06 | 5·42 | 7·23 | 4·27 | 4·69 | 10·38 | 10·46 | 5·61 | 11·23 | 10·15 | 7·58 | 9·11 | 8·26 | 11·00 | 2nd ,, | |
| 51·60 | 29·37 | ... | 38·17 | ... | 35·62 | 40·93 | 22·57 | 39·35 | 29·56 | 44·16 | 35 31 | 29·05 | 43·85 | 1st half | |
| 51·75 | 29·18 | 38·61 | 33·47 | ... | 33·97 | ‡31·33 | § | 42·86 | 31·10 | 42·94 | 34·78 | 30·06 | 46·86 | 2nd ,, | |
| ... | ... | ... | ... | 64·67 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1st half | |
| ... | ... | ... | ... | 61·52 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2nd ,, | |
| 0·72 | 0·46 | 0·85 | 0·35 | 0·49 | 0·56 | 0·39 | 0·22 | 0·91 | 0·62 | 0·96 | 0·74 | 0·58 | 0·36 | 1st half | 138*b* |
| 0·62 | 0·44 | 0 85 | 0·38 | 0·60 | 0·69 | 0·59 | 0·31 | 1·32 | 0·82 | 0 76 | 0·78 | 0·59 | 0·63 | 2nd ,, | |
| 1·78 | 0·88 | 1·08 | 0·76 | 0·65 | 1·61 | 0·63 | 0·37 | 0·58 | 1·12 | 1·18 | 1·41 | 1·39 | 1·85 | 1st half | 139*b* |
| 1·66 | 0·84 | 1·10 | 0·72 | 0 71 | 1·78 | 0·78 | 0·44 | 0·57 | 1·33 | 1·27 | 1·41 | 1·40 | 2 04 | 2nd ,, | |
| 4·55 | 1·31 | 2·10 | 1·66 | 1·18 | 4·43 | 5·64 | 3·18 | 6·39 | 3·87 | 3·69 | 2·20 | 2·90 | 3·41 | 1st half | 140*b* |
| 4·45 | 1·40 | 2·16 | 1·28 | 1·16 | 4·02 | 4·64 | 2·38 | 7·31 | 4·11 | 2·80 | 2·17 | 3·09 | 3·64 | 2nd ,, | |
| 0·22 | 0·09 | 0·21 | 0·15 | 0·11 | 0·26 | 0·38 | 0·37 | 0·39 | 0·19 | 0·53 | 0·21 | 0·14 | 0·24 | 1st half | 141*b* |
| 0 20 | 0 09 | 0·24 | 0 14 | 0·11 | 0·22 | 0·25 | 0·38 | 0·31 | 0·23 | 0·36 | 0·21 | 0·16 | 0·30 | 2nd ,, | |
| 0·28 | 0·16 | 0·22 | 0·15 | 0·15 | 0·16 | 0·55 | 0·31 | 0·23 | 0·25 | 0·26 | 0·12 | 0·25 | 0·28 | 1st half | 142*b* |
| 0·29 | 0·16 | 0 22 | 0·16 | 0·17 | 0·15 | 0·53 | 0·27 | 0·29 | 0·29 | 0·28 | 0·13 | 0·25 | 0·24 | 2nd ,, | |
| 3·00 | 0·75 | 0·73 | 0·72 | 0·64 | 1·28 | 1·20 | 0·71 | 2·89 | 0·99 | 0·47 | 1·38 | 1·64 | 1·91 | 1st half | 143*b* |
| 2 19 | 0·58 | 1·35 | 0·63 | 0·74 | 1·28 | 2·13 | 1·14 | 0·42 | 1·70 | 0·70 | 1·53 | 1·69 | 1·68 | 2nd ,, | |
| 0·07 | 0·09 | 0·02 | 0·05 | 0·04 | 0·08 | 0·07 | 0·04 | 0·07 | 0·19 | 0·05 | 0·24 | 0·11 | 0·16 | 1st half | 143A (*b*) |
| 0·08 | 0·12 | 0·02 | 0·04 | 0·09 | 0·10 | 0·09 | 0·04 | 0·15 | 0·09 | 0·17 | 0·20 | 0·15 | 0·17 | 2nd ,, | |
| 1·00 | 0·71 | 0·31 | 0·56 | 0·35 | 0·73 | 0·47 | 0·27 | ... | 0·11 | 0·24 | 1·01 | 0·06 | 0·30 | 1st half | 144*b* |
| 0·52 | 0·75 | 0·24 | 0·31 | 0·29 | 0·86 | 0·92 | 0·50 | ... | 0·74 | 0·57 | 1·70 | 0·11 | 0·37 | 2nd ,, | |
| 11·62 | 4·45 | 5·52 | 4·40 | 3·61 | 9·11 | 9·33 | 5·47 | 11·46 | 7·34 | 7·38 | 7·31 | 7·07 | 8·51 | 1st half | 145*b* |
| 10·01 | 4·37 | 6·18 | 3·66 | 3·86 | 9·20 | 9·93 | 5·46 | 10·38 | 9·31 | 6·91 | 8·13 | 7·44 | 9·97 | 2nd ,, | |
| 42·45 | 23·44 | ... | 32·68 | ... | 31·81 | 38·85 | 21·89 | 35·76 | 27·11 | 41·11 | 31·50 | 26 01 | 36·23 | 1st half | |
| 42·95 | 23·53 | 33·02 | 28·68 | ... | 30·09 | 29 89‡ | § | 39·54 | 28·53 | 39·13 | 31 03 | 27·08 | 38 63 | 2nd ,, | |
| ... | ... | ... | ... | 52·21 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1st half | |
| ... | ... | ... | ... | 50·69 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2nd ,, | |

†Information not furnished. | ‡Includes Bikaner section. | §Included with Jodhpur section.

P. T. O.

**Appendix 46.**
Analysis.

**APPEN**

*Analysis of working of each railway*

NOTE.—These statistics are not

| Serial number. | PARTICULARS. | GAUGE. | 5' 6". | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Class: No. | 1 | 2 (*a*) | 3 | 4 | 5 | 7 | 8 | 9(*a*) to (*e*) | 9 (*f*) to (*i*) | 10 (*a*) to (*e*) | 11 (*a*) & (*b*) |
| | | Calendar year 1900 by half-years. | East Indian. | Eastern Bengal. | Bengal-Central. | Bengal-Nágpur. | East Coast. | Oudh and Rohilkhand. | North Western. | Great Indian Peninsula. | Indian Midland. | Bombay, Baroda and Central India. | The Nizam's Guaranteed State. |
| | PER 1,000 GROSS TON-MILES. | | | | | | | | | | | TABLE B.—LOCOMOTIVE | |
| 138 | General superintendence (including office expenses) . . . *R* | 1st half | 0·09 | 0·12 | 0.14 | 0·10 | 0·16 | 0·13 | 0·17 | 0.11 | 0·10 | 0·09 | 0·11 |
| | | 2nd „ | 0·10 | 0·09 | 0·10 | 0 19 | 0·15 | 0·15 | 0·19 | 0·13 | 0·14 | 0·13 | 0 13 |
| 139 | Running expenses „ | 1st half | 0·33 | 0·42 | 0·28 | 0·31 | 0·35 | 0·19 | 0·40 | 0·58 | 0 33 | 0 36 | 0·26 |
| | | 2nd „ | 0·36 | 0.3( | 0·23 | 0·42 | 0·34 | 0·22 | 0·41 | 0·62 | 0·37 | 0·47 | 0·27 |
| 140 | Fuel . . . . „ | 1st half | 0·15 | 0 48 | 0·54 | 0·27 | 0·63 | 0·76 | 1·12 | 0 72 | 0·61 | 1·13 | 0·33 |
| | | 2nd „ | 0·15 | 0·47 | 0·54 | 0·32 | 0·57 | 0·75 | 1·13 | 0·83 | 0·69 | 1 12 | 0·34 |
| 141 | Water . . . . „ | 1st half | 0·02 | 0·03 | 0·03 | 0·03 | 0·04 | 0 02 | 0·05 | 0·08 | 0·06 | 0 11 | 0·04 |
| | | 2nd „ | 0·02 | 0·03 | 0·03 | 0·04 | 0·03 | 0·02 | 0·05 | 0 08 | 0 06 | 0·11 | 0·05 |
| 142 | Oil, tallow and other stores . . . „ | 1st half | 0 05 | 0·06 | 0·08 | 0·05 | 0·07 | 0 06 | 0 06 | 0·07 | 0·07 | 0·10 | 0·05 |
| | | 2nd „ | 0·07 | 0·05 | 0·07 | 0·06 | 0·07 | 0·06 | 0·07 | 0 08 | 0·09 | 0·12 | 0·06 |
| 143 | Maintenance and renewal of locomotives „ | 1st half | 0·36 | 0·40 | 0·35 | 0·17 | 0·35 | 1·01 | 0·63 | 0·58 | 0·29 | 0·65 | 0·26 |
| | | 2nd „ | 0·36 | 0 27 | 0·12 | 0·27 | 0·38 | 0·19 | 0·58 | 0·84 | 0·49 | 0 72 | 0·28 |
| 143 A (*c*) | Maintenance and renewal of machinery, tools and plant „ | 1st half | 0·03 | 0·07 | 0·03 | 0·01 | 0·02 | 0·02 | 0·05 | 0·03 | 0 02 | 0·04 | 0·04 |
| | | 2nd „ | 0·04 | 0·06 | 0·01 | 0·02 | 0·04 | 0·03 | 0·05 | 0·04 | 0·03 | 0·07 | 0·01 |
| 144 | Other charges (net) „ | 1st half | 0·17 | 0·07 | 0·05 | 0·22 | 0·22 | 0·21 | 0·20 | 0 35 | 0·32 | 0·08 | 0·12 |
| | | 2nd „ | 0 17 | 0·03 | 0·06 | 0·31 | 0·05 | 0·22 | 0·22 | 0·19 | 0 37 | 0·24 | 0·12 |
| 145 | Total locomotive expenses . . . „ | 1st half | 1·20 | 1·74 | 1·50 | 1·16 | 1·84 | 2·40 | 2·68 | 2·51 | 1·80 | 2·56 | 1·21 |
| | | 2nd „ | 1·27 | 1·31 | 1·46 | 1·63 | 1·63 | 1·64 | 2·70 | 2·82 | 2·24 | 2·98 | 1·26 |
| | Fuel consumed in terms of coal* lbs. | 1st half | 170·89 | 155·37 | 155·32 | 154·07 | 158·73 | 162·63 | 160·16 | 147·78 | 159·23 | 141·33 | 163·09 |
| | | 2nd „ | 176·13 | 144·39 | 149·63 | 170·64 | 177·00 | 178 11 | 154·64 | 154·58 | 176·52 | 143·05 | 184·43 |
| | wood . „ | 1st half | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | 2nd „ | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | PER TOTAL TRAIN-MILE. | | | | | | | | | | | TABLE C.—CARRIAGE | |
| 146 | General superintendence (including office expenses) . . *Annas* | 1st half | 0·13 | 0·35 | 0·27 | 0·13 | 0·22 | 0·13 | 0·18 | 0·17 | 0·24 | 0·27 | 0·15 |
| | | 2nd „ | 0·15 | 0·31 | 0·24 | 0·22 | 0·20 | 0·14 | 0·17 | 0 19 | 0·28 | 0.37 | 0·21 |
| 147 | Repairs and renewals of coaching vehicles „ | 1st half | 0·52 | 1·36 | 0·22 | 0·25 | 0·63 | 0·54 | 1·01 | 1·15 | 0·74 | 1·96 | 0·46 |
| | | 2nd „ | 0 54 | 0·82 | 1·76 | 0·35 | 0·74 | 0·53 | 0·93 | 1·20 | 0·97 | 1·46 | 0·78 |
| 148 | Repairs and renewals of goods vehicles „ | 1st half | 1 22 | 1·40 | —0·51 | 0·65 | 0·35 | 1·91 | 1·12 | 0 93 | 0 72 | 5·58 | 0·63 |
| | | 2nd „ | 1·27 | 2·14 | 0·38 | 0·83 | 0 28 | 2·42 | 0·81 | 1·13 | 0·92 | 4·36 | 0·82 |
| 148 A (*a*) | Repairs and renewals of machinery, tools and plant „ | 1st half | 0·07 | 0·04 | 0·03 | 0·02 | 0·01 | 0·02 | 0·04 | 0·06 | 0·03 | 0·27 | 0·03 |
| | | 2nd „ | ... | 0·05 | 0 02 | 0·04 | 0·02 | 0·03 | 0·05 | 0·08 | 0·07 | 0·33 | 0·04 |
| 149 | Cleaning and oiling „ | 1st half | 0·15 | 0·39 | 0 20 | 0·42 | 0·35 | 0·32 | 0·45 | 0·40 | 0·31 | 0·44 | 0·24 |
| | | 2nd „ | 0·15 | 0·35 | 0·39 | 0 64 | 0·27 | 0·31 | 0·42 | 0·48 | 0·42 | 0·63 | 0·31 |
| 150 | Other charges (net) „ | 1st half | 0·02 | 0·04 | ... | 0 01 | 0·12 | 0·01 | 0·04 | 0·30 | 0·02 | 0·03 | ... |
| | | 2nd „ | 0·01 | 0·01 | ... | ... | 0 01 | 0 02 | 0·05 | 0 01 | 0·01 | 0·04 | ... |
| 151 | Total carriage and wagon expenses „ | 1st half | 2·11 | 3·58 | 0·43 | 1·48 | 1·68 | 2·93 | 2·84 | 3·01 | 2·06 | 8·55 | 1·51 |
| | | 2nd „ | 2·12 | 3·68 | 1·64 | 2·08 | 1·49 | 3·45 | 2·43 | 3·09 | 2·67 | 7·19 | 2·16 |
| | PER 1,000 VEHICLE-MILES RUN BY HOME VEHICLES. | | | | | | | | | | | | |
| 146 | General superintendence (including office expenses) *R* | 1st half | 0·32 | 1·05 | 1·01 | 0·34 | 0·60 | 0·30 | 0·52 | 0·59 | 0·73 | 0·57 | 0·51 |
| | | 2nd „ | 0·40 | 0·71 | 0·69 | 0·51 | 0·59 | 0·38 | 0·51 | 0·64 | 0 84 | 0·85 | 0·79 |
| 147 | Repairs and renewals of coaching vehicles † . . . „ | 1st half | 5·44 | 9·93 | 0 92 | 3·03 | 5·16 | 4·25 | 7·63 | 13·19 | 8·94 | 18·52 | 6·96 |
| | | 2nd „ | 5·33 | 6·82 | 6·52 | 0·05 | 6·41 | 3·80 | 6·45 | 10·77 | 9·66 | 10·95 | 9·95 |
| 148 | Repairs and renewals of goods vehicles † „ | 1st half | 4·02 | 7·13 | —1·69 | 2·09 | 1·39 | 6·02 | 5·33 | 4·50 | 2·91 | 15·31 | 2·74 |
| | | 2nd „ | 4 83 | 6 86 | 0·97 | 2·74 | 1·28 | 10·42 | 4·40 | 6·09 | 3·94 | 14·38 | 2·46 |
| 148 A (*b*) | Repairs and renewals of machinery, tools and plant „ | 1st half | 0·18 | 0·10 | 0·10 | 0·04 | 0·03 | 0·04 | 0·13 | 0·19 | 0·12 | 0·57 | 0·11 |
| | | 2nd „ | 0 01 | 0·12 | ... | 0·08 | 0·06 | 0·07 | 0·16 | 0 28 | 0·20 | 0·75 | 0·11 |
| 149 | Cleaning and oiling „ | 1st half | 0 38 | 1·20 | 0·75 | 1·05 | 0·93 | 0·71 | 1·30 | 1·34 | 0·94 | 0 94 | 0·79 |
| | | 2nd „ | 0·40 | 0·81 | 1·16 | 1·51 | 0·79 | 0·84 | 1·28 | 1·61 | 1·25 | 1·43 | 1·77 |
| 150 | Other charges (net) „ | 1st half | 0·06 | 0·12 | ... | 0·03 | 0·31 | 0.03 | 0·11 | 1·01 | 0·04 | 0·07 | ... |
| | | 2nd „ | 0·03 | 0·03 | ... | 0·01 | 0·04 | 0·04 | 0 17 | 0 04 | 0·03 | 0 13 | ... |
| 151 | Total carriage and wagon expenses „ | 1st half | 5·30 | 10·76 | 1·63 | 3·76 | 4·46 | 6·60 | 8·27 | 10·20 | 6·27 | 18·18 | 5·08 |
| | | 2nd „ | 5·82 | 8·52 | 4·82 | 4·93 | 4·44 | 9·25 | 7·41 | 10·42 | 7·98 | 16·49 | 5·35 |

* The standard used is Kurhurbaree coal, except in the case of

† These two items are calculated respectively upon the coaching and goods vehicle-mileage,

‡ Includes Bikaner

§ Included with

# DIX 46—*contd.*



## (*by systems*) *during each half-year of 1900*—contd.

prepared by the railways not shown.

| | 3′ 3⅜″ | | | | | | | | | | | | Gauge. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 2 (*b*) to (*d*) | 15 | 17 | 18 | 10 (*f*) to (*i*). | 19 | | 20 | 21 | 11 (*c*). | 22 | 24 | 25 | Class: No. | Serial number. |
| | | | | | | Jodhpur-Bikaner. | | | | | | | | | |
| Madras. | Eastern Bengal. | Assam-Bengal. | Bengal and North-Western. | Rohilkund and Kumaon. | Rajputana-Malwa. | Jodhpur section. | Bikaner section. | Udaipur Chitor. | Bhávnagar-Gondal-Junágad-Porbandar. | Hyderabad Godavari. | Southern Mahratta. | South Indian. | Burma. | Calendar year 1900 by half years. | |
| **EXPENSES**—*concld.* | | | | | | | | | | | | | | | |
| 0·19 | 0·18 | 0·26 | 0·43 | 0·23 | 0·15 | 0·13 | 0·10 | 0·28 | 0·24 | 0·36 | 0·27 | 0·25 | 0·15 | 1st half | 138*a* |
| 0·17 | 0·22 | 0·29 | 0·16 | 0·28 | 0·20 | 0·21 | 0·15 | 0·43 | 0·35 | 0·33 | 0·31 | 0·25 | 0·27 | 2nd ,, | |
| 0·47 | 0·34 | 0·34 | 0·28 | 0·30 | 0·46 | 0·20 | 0·16 | 0·18 | 0·45 | 0·44 | 0·52 | 0·59 | 0·73 | 1st half | 139*a* |
| 0·45 | 0 41 | 0·38 | 0·31 | 0·33 | 0·53 | 0·28 | 0·22 | 0·18 | 0·57 | 0·55 | 0·56 | 0·60 | 0 89 | 2nd ,, | |
| 1·20 | 0·51 | 0·65 | 0·61 | 0·54 | 1·27 | 1·86 | 1·40 | 1·98 | 1·54 | 1·38 | 0·81 | 1·24 | 1·36 | 1st half | 140*a* |
| 1·22 | 0·70 | 0·73 | 0·55 | 0·55 | 1·18 | 1·66 | 1·18 | 2·38 | 1 75 | 1·20 | 0·86 | 1·31 | 1·58 | 2nd ,, | |
| 0·06 | 0·04 | 0·07 | 0·05 | 0·05 | 0·07 | 0·13 | 0·16 | 0·12 | 0·08 | 0·20 | 0·08 | 0·06 | 0·10 | 1st half | 141*a* |
| 0·05 | 0·04 | 0·08 | 0·06 | 0·05 | 0·06 | 0·09 | 1·19 | 0·10 | 0·10 | 0·16 | 0·08 | 0·07 | 0·13 | 2nd ,, | |
| 0·07 | 0·06 | 0·07 | 0·05 | 0·07 | 0·05 | 0·18 | 0·14 | 0·07 | 0·10 | 0·10 | 0·04 | 0·11 | 0·11 | 1st half | 142*a* |
| 0·08 | 0 08 | 0·08 | 0·07 | 0·08 | 0·07 | 0 19 | 0 14 | 0·09 | 0·13 | 0·12 | 0·06 | 0·10 | 0·11 | 2nd ,, | |
| 0·79 | 0·29 | 0·23 | 0·27 | 0·29 | 0·37 | 0·40 | 0·31 | 0·90 | 0·39 | 0·18 | 0·51 | 0·71 | 0·76 | 1st half | 143*a* |
| 0·60 | 0·29 | 0·46 | 0·26 | 0 35 | 0·37 | 0·76 | 0·56 | 0·13 | 0·73 | 0 30 | 0 61 | 0 72 | 0·73 | 2nd ,, | |
| 0·02 | 0·04 | 0·01 | 0·02 | 0·02 | 0·02 | 0·02 | 0·02 | 0·01 | 0·08 | 0·02 | 0·09 | 0·04 | 0·06 | 1st half | 144 A(*c*) |
| 0·02 | 0·06 | ... | 0·02 | 0·05 | 0·04 | 0·03 | 0·02 | 0·05 | 0·03 | 0·07 | 0·08 | 0·06 | 0·08 | 2nd ,, | |
| 0·26 | 0·27 | 0·10 | 0·21 | 0·16 | 0·21 | 0·16 | 0·12 | ... | 0·04 | 0·09 | 0·36 | 0·03 | 0·12 | 1st half | 144*a* |
| 0·14 | 0·37 | 0·08 | 0·13 | 0·14 | 0·25 | 0 33 | 0·25 | ... | 0·31 | 0·24 | 0·68 | 0·05 | 0·16 | 2nd ,, | |
| 3·06 | 1·73 | 1·73 | 1·62 | 1·66 | 2·60 | 3·08 | 2·41 | 3·54 | 2·92 | 2·77 | 2·68 | 3·03 | 3·39 | 1st half | 145*a* |
| 2·73 | 2·17 | 2 10 | 1·56 | 1·83 | 2·70 | 3 55 | 2·71 | 3·36 | 3 97 | 2 97 | 3·24 | 3 16 | 3·95 | 2nd ,, | |
| 178 69 | 145·63 | ... | 192·50 | ... | 145·36 | 205·10 | 154·69 | 177·90 | 172·37 | 246·66 | 185·11 | 178·51 | 230·83 | 1st half | |
| 187·59 | 187·15 | 179·71 | 195·51 | ... | 141·56 | 181·53‡ | § | 205·85 | 194·87 | 269·08 | 197·52 | 183·82 | 269·06 | 2nd ,, | |
| ... | ... | ... | ... | 383·77 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1st half | |
| ... | ... | ... | ... | 384·32 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2nd ,, | |
| **AND WAGON EXPENSES.** | | | | | | | | | | | | | | | |
| 0·22 | 0·28 | 0·33 | 0·15 | 0·27 | 0·17 | 0·10 | 0·06 | 0·19 | 0·21 | 0·05 | 0·25 | 0·22 | 0·09 | 1st half | 146*a* |
| 0·19 | 0·27 | 0·33 | 0·16 | 0 33 | 0·24 | 0·18 | 0·09 | 0 29 | 0·29 | 0·06 | 0·27 | 0·22 | 0 25 | 2nd ,, | |
| 1·14 | 0·66 | 0·60 | 0·36 | 0·41 | 1·16 | 0·33 | 0·18 | 0·06 | 0·52 | 0·01 | 0·87 | 0·81 | 0·72 | 1st half | 147*a* |
| 0·10 | 0·67 | 0 86 | 0·28 | 0·31 | 1·16 | 0·68 | 0·35 | 0·48 | 0·72 | 0·11 | 0·82 | 1·14 | 0·79 | 2nd ,, | |
| 0·97 | 0·63 | 0·26 | 0·60 | 0·82 | 1·04 | 0·32 | 0·17 | 0·40 | 0·47 | 0·04 | 1·02 | 1·10 | 1·38 | 1st half | 148*a* |
| 0 77 | 0·90 | 0·41 | 0·47 | 0·76 | 1·02 | 0·46 | 0 22 | 0·10 | 0·74 | 0·11 | 1·17 | 1·02 | 1·10 | 2nd ,, | |
| 0·06 | 0·05 | ... | 0·01 | 0·04 | 0·01 | 0·02 | 0·01 | 0·03 | 0·10 | 0·01 | 0·05 | 0·04 | 0·04 | 1st half | 148 (A) |
| 0·06 | 0·05 | ... | 0·04 | 0·05 | ... | 0·03 | 0·02 | 0·10 | 0·05 | 0·02 | 0·04 | 0·26 | 0·05 | 2nd ,, | |
| 0·44 | 0·22 | 0·23 | 0·36 | 0·25 | 0·24 | 0·20 | 0·11 | 0·18 | 0·16 | 0·33 | 0·17 | 0·26 | 0·29 | 1st half | 149*a* |
| 0·38 | 0·22 | 0 25 | 0·31 | 0·30 | 0·39 | 0·24 | 0·12 | 0·17 | 0·23 | 0·26 | 0·19 | 0·02 | 0·30 | 2nd ,, | |
| 0·17 | 0·03 | 0·01 | 0·04 | 0·01 | 0·05 | 0·01 | ... | ... | ... | ... | —0·02 | —0·02 | 0·03 | 1st half | 150*a* |
| 0·15 | 0·08 | ... | 0·01 | 0·04 | 0·03 | 0 01 | ... | ... | ... | ... | 0·01 | 0 02 | 0·02 | 2nd ,, | |
| 3·00 | 1·87 | 0·43 | 1·42 | 1·80 | 2·67 | 0·98 | 0·53 | 0·86 | 1·46 | 0·44 | 2·34 | 2·41 | 2·55 | 1st half | 151*a* |
| 2·65 | 2·19 | 1·85 | 1·27 | 1·80 | 2·84 | 1·60 | 0·80 | 1·14 | 2·03 | 0·56 | 2·50 | 2·67 | 2·51 | 2nd ,, | |
| 0·64 | 0·69 | 0·71 | 0·33 | 0·64 | 0·35 | 0·51 | 0·27 | 0·80 | 0·52 | 0·18 | 0·68 | 0·71 | 0·22 | 1st half | 146*b* |
| 0·59 | 0·79 | 0·82 | 0·43 | 0·83 | 0·52 | 0·69 | 0·49 | 0·67 | 0·82 | 0·20 | 0·78 | 0·70 | 0·65 | 2nd ,, | |
| 3·34 | 4·55 | 1·30 | 2·70 | 3·44 | 12·76 | 3·51 | 3·22 | 0·42 | 1·32 | 0·23 | 9·22 | 4·79 | 4·61 | 1st half | 147*b* |
| 3·50 | 5·05 | 2·14 | 1·77 | 2·28 | 9·21 | 5·50 | 6·12 | 2·55 | 2·02 | 1·42 | 7·48 | 6·72 | 5·08 | 2nd ,, | |
| 2·86 | 2·53 | 0·56 | 1·97 | 2·76 | 2·70 | 3·27 | 1·31 | 4·78 | 1·20 | 0·16 | 3·73 | 8·17 | 5·28 | 1st half | 148*b* |
| 2·43 | 4·26 | 1·02 | 2·22 | 2·95 | 3·01 | 3·42 | 1·75 | 0·44 | 2·10 | 0·53 | 5·08 | 7 20 | 4·86 | 2nd ,, | |
| 0·17 | 0·12 | ... | 0·01 | 0·12 | 0·02 | 0·12 | 0·07 | 0·15 | 0·26 | 0·02 | 0·14 | 0·13 | 0·10 | 1st half | 148A (*b*) |
| 0·19 | 0·14 | ... | 0·12 | 0·12 | ... | 0·14 | 0·09 | 0·24 | 0·13 | 0·06 | 0·12 | 0·85 | 0·12 | 2nd ,, | |
| 1·30 | 0·56 | 0·49 | 0·59 | 0·60 | 0·51 | 1·06 | 0·59 | 0·76 | 0·41 | 1·00 | 0·45 | 0·86 | 0·71 | 1st half | 149*b* |
| 1·23 | 0·65 | 0·63 | 0·83 | 0·74 | 0·83 | 0 91 | 0 67 | 0·39 | 0 63 | 1·04 | 0·55 | 0 06 | 0·78 | 2nd ,, | |
| 0·50 | 0·08 | 0·01 | 0·09 | 0·02 | 0·11 | 0·03 | ... | ... | ... | ... | —0·04 | 0·05 | 0·08 | 1st half | 150*b* |
| 0·49 | 0·23 | ... | 0·04 | 0·10 | 0·05 | 0 04 | 0·01 | ... | 0·01 | ... | 0·04 | 0·05 | 0·05 | 2nd ,, | |
| 8·81 | 4·73 | 3·07 | 3·20 | 4·34 | 5·61 | 5·10 | 2·81 | 6·91 | 3·71 | 1·37 | 6·37 | 7·93 | 6·13 | 1st half | 151*b* |
| 8·43 | 11·12 | 4·61 | 3·44 | 4 51 | 6 09 | 6·20 | 4·34 | 4·29 | 5·71 | 2·13 | 7·35 | 8·60 | 6·55 | 2nd ,, | |

the Nizam's Guaranteed State railway, which uses Singareni coal.
all other items in the table being calculated upon the aggregate of both coaching and goods vehicle-mileages.
section.
Jodhpur section.

P. T. O.

**Appendix 46.**
Analysis.

**APPEN**

*Analysis of working of each railway*

NOTE.—These statistics are not

| Serial number. | PARTICULARS. | GAUGE | 5' 6" | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Class: No. | 1 | 2 (*a*). | 3 | 4 | 5 | 7 | 8 | 9 (*a*) to (*e*). | 9 (*f*) to (*i*). | 10 (*a*) to (*e*). | 11 (*a*) and (*b*). |
| | | Calendar year 1900 by half years. | East Indian. | Eastern Bengal. | Bengal Central. | Bengal-Nágpur. | East Coast. | Oudh and Rohilkhand. | North Western. | Great Indian Peninsula | Indian Midland. | Bombay, Baroda and Central India. | The Nizam's Guaranteed State. |
| | PER TOTAL TRAIN-MILE. | | | | | | | | | | TABLE D.—TRAFFIC | | |
| 152*a* | General superintendence (including office expenses) . *Annas* | 1st half | 0·53 | 1·12 | 0·82 | 0·63 | 0·94 | 0·64 | 0·70 | 0·50 | 0·57 | 0·44 | 0·58 |
| | | 2nd „ | 0·56 | 1·03 | 0·78 | 0·97 | 0·88 | 0·70 | 0·71 | 0·51 | 0·68 | 0·61 | 0·61 |
| 153*a* | Station staff . „ | 1st half | 2·28 | 4·86 | 2·92 | 1·59 | 2·17 | 2·22 | 2·62 | 2·34 | 1·44 | 2·93 | 1·42 |
| | | 2nd „ | 2·20 | 5·83 | 2·99 | 2·04 | 1·76 | 2·35 | 2·67 | 2·65 | 1·60 | 3·44 | 1·60 |
| 154*a* | Train staff . . „ | 1st half | 0·94 | 0·97 | 0·60 | 0·54 | 0·65 | 0·69 | 0·83 | 1·32 | 0·54 | 0·56 | 0·67 |
| | | 2nd „ | 0·97 | 0·77 | 0·53 | 0·67 | 0·59 | 0·75 | 0·87 | 1·43 | 0·59 | 0·64 | 0·78 |
| 155*a* | Fuel, lighting, water and general stores „ | 1st half | 0·43 | 0·82 | 0·55 | 0·41 | 0·49 | 0·51 | 0·51 | 0·57 | 0·47 | 0·72 | 0·38 |
| | | 2nd „ | 0·47 | 0·80 | 0·59 | 5·58 | 0·32 | 0·61 | 0·63 | 0·69 | 0·56 | 1·06 | 0·48 |
| 156*a* | Clothing . . „ | 1st half | 0·06 | 0·08 | 0·05 | 0·01 | 0·12 | 0·05 | 0·05 | 0·08 | 0·04 | 0·06 | 0·02 |
| | | 2nd „ | 0·05 | 0·07 | 0·01 | 0·09 | —0·07 | 0·09 | 0·13 | 0·10 | 0·04 | 0·05 | 0·05 |
| 157*a* | Printing, stationery and tickets . . „ | 1st half | 0·16 | 0·32 | 0·66 | 0·20 | 0·51 | 0·22 | 0·48 | 0·20 | 0·19 | 0·36 | 0·12 |
| | | 2nd „ | 0·17 | 0·31 | 0·43 | 0·40 | 0·27 | 0·28 | 0·20 | 0·25 | 0·30 | 0·47 | 0·24 |
| 158*a* | Charges for delivery and collection of goods, etc. . „ | 1st half | 0·01 | 0·18 | ... | 0·01 | 0·03 | 0·01 | ... | 0·07 | ... | ... | ... |
| | | 2nd „ | 0·01 | 0·03 | ... | 0·03 | 0·02 | 0·01 | ... | 0·02 | ... | ... | ... |
| 159*a* | Miscellaneous expenses „ | 1st half | 0·03 | 0·05 | 0·02 | ... | ... | ... | ... | 0·02 | 0·04 | 0·01 | 0·02 |
| | | 2nd „ | 0·02 | 0·03 | 0·03 | ... | ... | ... | ... | 0·02 | 0·03 | 0·02 | 0·02 |
| 160*a* | Payments to other lines „ | 1st half | 0·06 | 0·04 | 0·23 | 0·30 | 0·38 | 0·15 | 0·02 | 0·05 | 0·33 | 0·36 | 0·26 |
| | | 2nd „ | 0·05 | 0·04 | 0·16 | 0·41 | 0·21 | 0·16 | 0·02 | 0·07 | 0·43 | 0·17 | 0·44 |
| 161*a* | Other charges (net) „ | 1st half | 0·01 | 0·01 | ... | 0·01 | 0·03 | 0·01 | 0·04 | 0·08 | ... | ... | ... |
| | | 2nd „ | ... | ... | ... | —0·01 | 0·03 | 0·02 | 0·04 | 0·01 | ... | ... | 0·01 |
| 162*a* | Total traffic expenses „ | 1st half | 4·51 | 8·45 | 5·85 | 3·70 | 5·32 | 4·50 | 5·00 | 5·18 | 3·62 | 5·44 | 3·47 |
| | | 2nd „ | 4·50 | 8·01 | 5·52 | 5·18 | 4·01 | 4·97 | 5·27 | 5·75 | 4·23 | 6·46 | 4·23 |
| | PER CENT. ON TRAFFIC EARNINGS. (*Abstracts H and I of Revenue Accounts.*) | | | | | | | | | | | | |
| 152*b* | General superintendence (including office expenses) *Per cent.* | 1st half | 0·74 | 1·85 | 1·90 | 0·97 | 1·91 | 1·20 | 1·25 | 0·86 | 0·82 | 0·47 | 0·77 |
| | | 2nd „ | 0·85 | 1·28 | 1·56 | 1·81 | 1·96 | 1·60 | 1·34 | 0·90 | 1·23 | 0·70 | 0·90 |
| 153*b* | Station staff . „ | 1st half | 3·17 | 8·02 | 6·70 | 2·42 | 4·44 | 4·21 | 4·66 | 4·00 | 2·06 | 3·06 | 1·92 |
| | | 2nd „ | 3·35 | 7·28 | 5·96 | 3·81 | 3·89 | 5·36 | 4·99 | 4·74 | 2·91 | 3·92 | 2·39 |
| 154*b* | Train staff . „ | 1st half | 1·31 | 1·63 | 1·41 | 0·82 | 1·34 | 1·30 | 1·48 | 2·25 | 0·77 | 0·58 | 0·91 |
| | | 2nd „ | 1·48 | 0·96 | 1·05 | 1·25 | 1·31 | 1·71 | 1·62 | 2·56 | 1·08 | 0·73 | 1·16 |
| 155*b* | Fuel, lighting, water and general stores . „ | 1st half | 0·61 | 0·35 | 1·29 | 0·62 | 1·00 | 0·97 | 0·91 | 0·97 | 0·67 | 0·75 | 0·51 |
| | | 2nd „ | 0·72 | 1·00 | 1·18 | 1·09 | 0·71 | 1·41 | 1·18 | 1·24 | 1·02 | 1·21 | 0·71 |
| 156*b* | Clothing . . „ | 1st half | 0·08 | 0·13 | 0·11 | 0·01 | 0·25 | 0·08 | 0·08 | 0·14 | 0·06 | 0·06 | 0·03 |
| | | 2nd „ | 0·07 | 0·09 | 0·02 | 0·17 | —0·16 | 0·21 | 0·24 | 0·19 | 0·07 | 0·06 | 0·05 |
| 157*b* | Printing, stationery and tickets . . „ | 1st half | 0·23 | 0·53 | 1·54 | 0·31 | 1·05 | 0·42 | 0·32 | 0·34 | 0·28 | 0·37 | 0·17 |
| | | 2nd „ | 0·26 | 0·38 | 0·86 | 0·75 | 0·60 | 0·64 | 0·38 | 0·44 | 0·56 | 0·53 | 0·37 |
| 158*b* | Charges for delivery and collection of goods, etc. . . „ | 1st half | 0·01 | 0·29 | ... | 0·01 | 0·05 | 0·01 | ... | 0·03 | ... | ... | ... |
| | | 2nd „ | 0·01 | 0·04 | ... | 0·04 | 0·04 | 0·03 | ... | 0·03 | 0·01 | ... | ... |
| 159*b* | Miscellaneous expenses „ | 1st half | 0·04 | 0·07 | 0·05 | ... | 0·01 | ... | —0·01 | 0·03 | 0·05 | 0·01 | 0·03 |
| | | 2nd „ | 0·04 | 0·04 | 0·05 | ... | 0·01 | ... | 0·01 | 0·03 | 0·05 | 0·02 | 0·04 |
| 160*b* | Payments to other lines . . . „ | 1st half | 0·09 | 0·06 | 0·53 | 0·46 | 0·77 | 0·29 | 0·13 | 0·09 | 0·48 | 0·38 | 0·36 |
| | | 2nd „ | 0·08 | 0·05 | 0·32 | 0·76 | 0·46 | 0·37 | 0·03 | 0·11 | 0·78 | 0·19 | 0·66 |
| 161*b* | Other charges (net) . „ | 1st half | 0·01 | 0·01 | ... | 0·01 | 0·06 | 0·02 | 0·07 | 0·14 | 0·01 | ... | ... |
| | | 2nd „ | ... | ... | ... | —0·02 | 0·07 | 0·04 | 0·07 | 0·01 | 0·01 | ... | ... |
| 162*b* | Total traffic expenses „ | 1st half | 6·29 | 13·94 | 13·62 | 5·63 | 10·88 | 8·50 | 8·89 | 8·85 | 5·20 | 5·68 | 4·70 |
| | | 2nd „ | 6·86 | 11·17 | 11·00 | 9·66 | 8·89 | 11·37 | 9·87 | 10·26 | 7·72 | 7·36 | 6·31 |
| | General superintendence per cent. on traffic earnings (including steamboat) . *Per cent.* | 1st half | 0·74 | 1·71 | 1·90 | 0·97 | 1·88 | 1·20 | 1·25 | 0·86 | 0·82 | 0·47 | 0·77 |
| | | 2nd „ | 0·85 | 1·23 | 1·56 | 1·81 | 1·95 | 1·60 | 1·34 | 0·90 | 1·23 | 0·70 | 0·90 |

# DIX 46—*contd.*



(*by systems*) *during each half-year of 1900*—contd.

prepared by the railways not shown.

| 3′ 3¾″ | | | | | | | | | | | | | GAUGE. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 2 (*b*) to (*d*) | 15 | 17 | 18 | 10 (*f*) to (*i*) | 19 | | 20 | 21 | 11 (*c*) | 22 | 24 | 25 | Class : No. | Serial number. |
| Madras. | Eastern Bengal. | Assam-Bengal. | Bengal and North-Western. | Rohilkund and Kumaon. | Rajputana-Malwa. | Jodhpur-Bikaner. Jodhpur section. | Jodhpur-Bikaner. Bikaner section. | Udaipur—Chitor. | Bhávnagar-Gondal-Junágad-Porbandar. | Hyderabad Godavari Valley. | Southern Mahratta. | South Indian. | Burma. | Calendar year 1900 by half years. | |
| **EXPENSES.** | | | | | | | | | | | | | | | |
| 0·96 | 0·83 | 1·18 | 0·56 | 0·85 | 0·51 | 0·47 | 0·26 | 1·05 | 0·78 | 0·56 | 0·72 | 0·61 | 0·68 | 1st half | 152*a* |
| 0·79 | 0·71 | 1·22 | 0·65 | 0·81 | 0·64 | 0·68 | 1·35 | 1·29 | 1·22 | 0·41 | 0·75 | 0·59 | 0·72 | 2nd ,, | |
| 2·42 | 2·58 | 3·09 | 1·38 | 1·40 | 1·72 | 1·18 | 1·10 | 2·79 | 2·39 | 1·80 | 1·61 | 1·85 | 2·52 | 1st half | 153*a* |
| 2·21 | 2·67 | 3·29 | 1·57 | 1·62 | 1·92 | 1·16 | 0·90 | 2·38 | 2·61 | 1·71 | 1·76 | 1·82 | 2·40 | 2nd ,, | |
| 0·73 | 0·60 | 0·62 | 0·44 | 0·36 | 0·53 | 0·17 | 0·09 | 0·23 | 0·34 | 0·50 | 0·67 | 0·44 | 0·63 | 1st half | 154*a* |
| 0·66 | 0·56 | 0·63 | 0·45 | 0·40 | 0·65 | 0·21 | 0·18 | 0·29 | 0·42 | 0·44 | 0·70 | 9·42 | 0·64 | 2nd ,, | |
| 0·47 | 0·46 | 0·61 | 0·40 | 0·45 | 0·33 | 0·36 | 0·21 | 0·41 | 0·84 | 0·28 | 0·47 | 0·41 | 0·47 | 1st half | 155*a* |
| 0·47 | 0·38 | 0·69 | 0·42 | 0·52 | 0·51 | 0·45 | 0·26 | 0·88 | 0·67 | 0·23 | 0·46 | 0·37 | 0·49 | 2nd ,, | |
| 0·07 | 0·03 | 0·16 | 0·05 | 0·02 | 0·07 | ... | ... | 0·08 | 0·02 | ... | 0·18 | 0·06 | 0·13 | 1st half | 156*a* |
| 0·07 | 0·03 | 0·02 | 0·05 | 0·04 | 0·06 | 0·03 | 0·02 | ... | ... | ... | 0·09 | .... | 0·11 | 2nd ,, | |
| 0·48 | 0·25 | 0·44 | 0·24 | 0·28 | 0·20 | 0·27 | 0·22 | 0·52 | 4·41 | 0·71 | 0·24 | 0·46 | 0·30 | 1st half | 157*a* |
| 0·43 | 0·21 | 0·43 | 0·20 | 0·32 | 0·34 | 0·41 | 0·31 | 0·47 | 0·39 | 0·30 | 0·32 | 0·47 | 0·40 | 2nd ,, | |
| 0·03 | ... | ... | 0·09 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1st half | 158*a* |
| 0·02 | ... | ... | 0·13 | ... | ... | ... | ... | ... | ... | ... | ... | 0·01 | ... | 2nd ,, | |
| 0·04 | 0·02 | 0·01 | 0·02 | 0·03 | 0·02 | ... | ... | ... | 0·01 | 0·01 | 0·03 | 0·01 | 0·02 | 1st half | 159*a* |
| 0·03 | 0·01 | ... | 0·05 | 0·04 | 0·02 | ... | ... | ... | 0·01 | 0·01 | 0·03 | 0·02 | 0·04 | 2nd ,, | |
| 0·08 | ... | ... | 0·11 | 0·21 | 0·13 | 0·05 | ... | ... | 0·22 | 0·66 | 0·19 | 0·08 | ... | 1st half | 160*a* |
| 0·06 | ... | ... | 0·07 | 0·02 | 0·17 | 0·06 | ... | 0·04 | 0·25 | 0·36 | 0·18 | 0·08 | ... | 2nd ,, | |
| 0·05 | 0·17 | 0·01 | 0·09 | 0·01 | ... | ... | ... | ... | 0·01 | ... | 0·02 | 0·01 | 0·02 | 1st half | 161*a* |
| 0·06 | 0·24 | ... | 0·10 | ... | ... | ... | ... | ... | 0·01 | ... | 0·04 | 0·09 | 0·01 | 2nd ,, | |
| 5·33 | 4·94 | 6·12 | 3·38 | 3·61 | 3·51 | 2·50 | 1·88 | 5·08 | 5·02 | 4·52 | 4·13 | 3·91 | 4·77 | 1st half | 162*a* |
| 4·80 | 4·81 | 6·28 | 3·69 | 3·76 | 4·31 | 3·00 | 1·94 | 5·35 | 5·58 | 3·46 | 4·31 | 3·81 | 4·81 | 2nd ,, | |
| 1·45 | 1·67 | 2·69 | 1·32 | 1·97 | 0·84 | 0·84 | 0·77 | 1·19 | 1·41 | 1·51 | 1·74 | 1·36 | 1·22 | 1st half | 152*b* |
| 1·31 | 1·30 | 2·77 | 2·08 | 2·14 | 1·10 | 1·62 | 1·82 | 2·04 | 2·38 | 1·14 | 2·07 | 1·34 | 1·56 | 2nd ,, | |
| 3·65 | 5·22 | 6·99 | 3·21 | 3·21 | 2·82 | 2·12 | 3·32 | 3·17 | 4·30 | 4·85 | 3·89 | 4·09 | 4·53 | 1st half | 153*b* |
| 3·66 | 4·86 | 7·50 | 4·99 | 4·23 | 3·28 | 2·79 | 4·72 | 3·76 | 5·11 | 4·86 | 4·85 | 4·18 | 5·24 | 2nd ,, | |
| 1·10 | 1·22 | 1·41 | 1·04 | 0·83 | 0·86 | 0·30 | 0·28 | 0·26 | 0·60 | 1·35 | 1·61 | 0·97 | 1·12 | 1st half | 154*b* |
| 1·10 | 1·02 | 1·45 | 1·44 | 1·04 | 1·11 | 0·50 | 0·56 | 0·47 | 0·81 | 1·27 | 1·93 | 0·95 | 1·40 | 2nd ,, | |
| 0·71 | 0·93 | 1·39 | 0·92 | 1·03 | 0·54 | 0·64 | 0·63 | 0·47 | 1·51 | 0·76 | 1·14 | 0·91 | 0·84 | 1st half | 155*b* |
| 0·77 | 0·69 | 1·53 | 1·35 | 1·36 | 0·87 | 1·08 | 1·34 | 1·39 | 1·31 | 0·66 | 1·26 | 0·85 | 1·08 | 2nd ,, | |
| 0·10 | 0·06 | 0·38 | 0·11 | 0·04 | 0·12 | ... | ... | 0·09 | 0·03 | ... | 0·43 | 0·14 | 0·23 | 1st half | 156*b* |
| 0·11 | 0·06 | 0·04 | 0·16 | 0·10 | 0·10 | 0·08 | 0·08 | 0·01 | ... | ... | 0·25 | ... | 0·24 | 2nd ,, | |
| 0·72 | 0·51 | 0·99 | 0·57 | 0·64 | 0·33 | 0·49 | 0·68 | 0·59 | 0·73 | 1·91 | 0·58 | 1·02 | 0·54 | 1st half | 157*b* |
| 0·70 | 0·38 | 0·98 | 0·64 | 0·85 | 0·57 | 0·97 | 1·61 | 0·74 | 0·77 | 0·85 | 0·89 | 1·07 | 0·86 | 2nd ,, | |
| 0·04 | ... | ... | 0·21 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1st half | 158*b* |
| 0·03 | ... | ... | 0·41 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2nd ,, | |
| 0·07 | 0·03 | 0·01 | 0·04 | 0·08 | 0·02 | ... | 0·01 | ... | 0·02 | 0·04 | 0·08 | 0·03 | 0·04 | 1st half | 159*b* |
| 0·06 | 0·02 | ... | 0·17 | 0·10 | 0·03 | 0·01 | 0·02 | ... | 0·02 | 0·04 | 0·09 | 0·04 | 0·07 | 2nd ,, | |
| 0·13 | ... | ... | 0·26 | 0·49 | 0·21 | 0·09 | ... | ... | 0·41 | 1·76 | 0·46 | 0·17 | ... | 1st half | 160*b* |
| 0·09 | ... | ... | 0·22 | 0·05 | 0·28 | 0·14 | ... | 0·07 | 0·50 | 1·03 | 0·51 | 0·19 | ... | 2nd ,, | |
| 0·08 | 0·33 | ... | 0·21 | ... | 0·01 | ... | ... | ... | 0·01 | 0·01 | 0·04 | 0·03 | 0·04 | 1st half | 161*b* |
| 0·11 | 0·44 | ... | 0·31 | 0·01 | 0·01 | ... | ... | ... | 0·02 | 0·01 | 0·05 | 0·10 | 0·03 | 2nd ,, | |
| 8·05 | 9·97 | 13·86 | 7·89 | 8·29 | 5·75 | 4·48 | 5·69 | 5·77 | 9·02 | 12·19 | 9·97 | 8·66 | 8·56 | 1st half | 162*b* |
| 7·94 | 8·77 | 14·27 | 11·77 | 9·86 | 7·35 | 7·19 | 10·15 | 8·48 | 10·92 | 9·86 | 11·90 | 8·22 | 10·48 | 2nd ,, | |
| 1·45 | 1·49 | 2·68 | 1·22 | 1·97 | 0·84 | 0·84 | 0·77 | 1·19 | 1·41 | 1·51 | 1·74 | 1·36 | 1·24 | 1st half | |
| 1·31 | 1·18 | 2·76 | 1·93 | 2·14 | 1·10 | 1·62 | 1·82 | 2·04 | 2·38 | 1·14 | 2·07 | 1·34 | 1·56 | 2nd ,, | |

*P. T. O.*

**Appendix 46.**
Analysis.

**APPEN**

*Analysis of working of each railway*

NOTE—These statistics are not

| Serial number. | PARTICULARS. | GAUGE. | 5′ 6″ | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Class: No. | 1 | 2 (*a*) | 3 | 4 | 5 | 7 | 8 | 9 (*a*) to (*e*) | 9 (*f*) to (*i*) | 10 (*a*) to (*e*) | 11 (*a*) and (*b*) |
| | | Calendar year 1900 by half year. | East Indian. | Eastern Bengal. | Bengal Central. | Bengal-Nagpur. | East Coast. | Oudh and Rohilkhand. | North Western. | Great Indian Peninsula. | Indian Midland. | Bombay, Baroda and Central India. | The Nizam's Guaranteed State. |
| | PER TOTAL TRAIN-MILE. | | | | | | | | | | TABLE | E. GEN | ERAL |
| 163*a* | Home expenditure. *Annas* | 1st half | * 0·35 | 0·22 | 1·56 | 0·82 | ... | 0·15 | 0·10 | 0·17 | * 0·70 | 0·32 | 0·45 |
| | | 2nd „ | * 0·38 | ... | 1·35 | 1·11 | ... | ... | ... | 0·47 | * 0·82 | 0·30 | 0·73 |
| 164*a* | Agent's office—salaries and expenses . „ | 1st half | 0·10 | 0·37 | 1·05 | 0·30 | 0·40 | 0·22 | 0·19 | 0·27 | 0·31 | 0·04 | 0·28 |
| | | 2nd „ | 0·18 | 0·30 | 0·90 | 0·50 | 0·36 | 0·26 | 0·23 | 0·18 | 0·35 | 0·26 | 0·32 |
| 165*a* | Audit, accounts, and pay office . . „ | 1st half | 0·44 | ... | 1·27 | 0·65 | 1·09 | 0·71 | 0·63 | 0·55 | 0·69 | 0·17 | 0·97 |
| | | 2nd „ | 0·46 | 0·67 | 1·13 | 0·96 | 1·06 | 0·72 | 0·66 | 0·63 | 0·81 | 0·89 | 1·11 |
| 166*a* | Stores department . „ | 1st half | 0·15 | 0·10 | 0·12 | 0·15 | 0·38 | 0·15 | 0·17 | 0·17 | 0·24 | 0·07 | 0·11 |
| | | 2nd „ | 0·17 | 0·05 | 0·13 | 0·23 | 0·30 | 0·17 | 0·18 | 0·19 | 0·26 | 0·40 | 0·15 |
| 167*a* | Medical „ . „ | 1st half | 0·12 | 0·20 | 0·10 | 0·18 | 0·17 | 0·11 | 0·13 | 0·10 | 0·10 | 0·15 | 0·17 |
| | | 2nd „ | 0·13 | 0·18 | 0·09 | 0·22 | 0·17 | 0·12 | 0·16 | 0·12 | 0·12 | 0·19 | 0·17 |
| 168*a* | Rents and miscellaneous . . „ | 1st half | 0·19 | ... | 0·71 | 0·25 | 0·22 | 0·16 | 0·16 | 0·12 | 0·23 | 0·27 | 0·39 |
| | | 2nd „ | 0·19 | 0·24 | 0·55 | 0·28 | 0·15 | 0·16 | 0·17 | 0·13 | 0·24 | 0·27 | 0·37 |
| 169*a* | Police . . . „ | 1st half | 0·20 | 0·16 | 0·34 | 0·15 | 0·14 | 0·15 | 0·22 | 0·24 | 0·23 | 0·39 | 0·42 |
| | | 2nd „ | 0·20 | 0·14 | 0·34 | 0·26 | 0·13 | 0·17 | 0·24 | 0·28 | 0·29 | 0·44 | 0·41 |
| 170*a* | Advertising . . „ | 1st half | 0·01 | 0·02 | 0·06 | 0·02 | 0·03 | 0·01 | 0·01 | 0·01 | ... | 0·01 | ... |
| | | 2nd „ | 0·01 | 0·05 | 0·08 | 0·02 | 0·03 | 0·01 | 0·01 | 0·01 | 0·01 | 0·01 | 0·02 |
| 171*a* | Electric telegraph . „ | 1st half | 0·51 | ... | 0·76 | 0·75 | 1·05 | 0·66 | 0·86 | 0·50 | 0·58 | 0·60 | 0·46 |
| | | 2nd „ | 0·57 | 0·83 | 0·69 | 1·19 | 0·96 | 0·76 | 0·90 | 0·59 | 0·67 | 0·81 | 0·55 |
| 172*a* | Other charges (net) . „ | 1st half | 0·01 | ... | ... | ... | 0·01 | 0·01 | 0·01 | 0·08 | ... | 0·03 | ... |
| | | 2nd „ | ... | ... | ... | —0·03 | 0·02 | 0·01 | ... | 0·01 | ... | 0·02 | ... |
| 173*a* | Total general charges „ | 1st half | 2·09 | 3·00 | 5·97 | 3·27 | 3·49 | 2·33 | 2·50 | 2·22 | 3·08 | 2·05 | 3·25 |
| | | 2nd „ | 2·30 | 2·46 | 5·26 | 4·74 | 3·18 | 2·38 | 2·55 | 2·63 | 3·57 | 3·59 | 3·83 |
| | PER CENT. ON TOTAL EARNINGS. | | | | | | | | | | | | |
| 163*b* | Home expenditure *Per cent.* | 1st half | * 0·49 | 0·37 | 3·18 | 1·23 | ... | 0·26 | 0·17 | 0·28 | *0·99 | 0·34 | 0·60 |
| | | 2nd „ | * 0·57 | ... | 2·64 | 1·97 | ... | ... | ... | 0·83 | *1·46 | 0·33 | 1·07 |
| 164*b* | Agent's office—salaries and expenses. „ | 1st half | 0·14 | 0·62 | 2·14 | 0·45 | 0·78 | 0·37 | 0·34 | 0·46 | 0·43 | 0·04 | 0·38 |
| | | 2nd „ | 0·23 | 0·42 | 1·76 | 0·88 | 0·79 | 0·53 | 0·42 | 0·32 | 0·62 | 0·29 | 0·47 |
| 165*b* | Audit, accounts, and pay office . . „ | 1st half | 0·60 | ... | 2·58 | 0·98 | 2·12 | 1·21 | 1·08 | 0·92 | 0·97 | 0·18 | 1·29 |
| | | 2nd „ | 0·69 | 0·94 | 2·20 | 1·70 | 2·29 | 1·45 | 1·19 | 1·11 | 1·43 | 0·99 | 1·63 |
| 166*b* | Stores department . „ | 1st half | 0·20 | 0·16 | 0·24 | 0·22 | 0·74 | 0·26 | 0·39 | 0·29 | 0·35 | 0·07 | 0·15 |
| | | 2nd „ | 0·25 | 0·07 | 0·24 | 0·40 | 0·65 | 0·34 | 0·33 | 0·34 | 0·47 | 0·45 | 0·21 |
| 167*b* | Medical „ . „ | 1st half | 0·17 | 0·33 | 0·21 | 0·28 | 0·33 | 0·19 | 0·26 | 0·17 | 0·14 | 0·16 | 0·22 |
| | | 2nd „ | 0·20 | 0·25 | 0·18 | 0·39 | 0·36 | 0·24 | 0·30 | 0·21 | 0·21 | 0·21 | 0·25 |
| 168*b* | Rents and miscellaneous . . „ | 1st half | 0·26 | ... | 1·45 | 0·37 | 0·43 | 0·27 | 0·27 | 0·20 | 0·33 | 0·28 | 0·52 |
| | | 2nd „ | 0·29 | 0·34 | 1·08 | 0·49 | 0·33 | 0·32 | 0·31 | 0·24 | 0·44 | 0·30 | 0·53 |
| 169*b* | Police . . . „ | 1st half | 0·28 | 0·27 | 0·68 | 0·23 | 0·27 | 0·26 | 0·29 | 0·40 | 0·32 | 0·41 | 0·55 |
| | | 2nd „ | 0·29 | 0·20 | 0·67 | 0·45 | 0·28 | 0·34 | 0·43 | 0·50 | 0·52 | 0·49 | 0·60 |
| 170*b* | Advertising . . „ | 1st half | 0·01 | 0·03 | 0·12 | 0·03 | 0·06 | 0·02 | 0·01 | 0·02 | 0·01 | 0·01 | ... |
| | | 2nd „ | 0·02 | 0·07 | 0·15 | 0·04 | 0·06 | 0·02 | 0·02 | 0·02 | 0·02 | 0·01 | 0·03 |
| 171*b* | Electric telegraph . „ | 1st half | 0·71 | ... | 1·55 | 1·12 | 2·02 | 1·11 | 1·49 | 0·83 | 0·83 | 0·63 | 0·62 |
| | | 2nd „ | 0·85 | 1·14 | 1·34 | 2·11 | 2·08 | 1·53 | 1·63 | 1·04 | 1·26 | 0·90 | 0·81 |
| 172*b* | Other charges (net). „ | 1st half | 0·01 | ... | ... | ... | 0·03 | 0·01 | 0·01 | 0·14 | ... | 0·03 | ... |
| | | 2nd „ | ... | ... | ... | —0·04 | 0·05 | 0·02 | 0·01 | 0·02 | ... | 0·03 | ... |
| 173*b* | Total general charges „ | 1st half | 2·87 | 4·98 | 12·15 | 4·91 | 6·78 | 3·96 | 4·31 | 3·72 | 4·37 | 2·15 | 4·33 |
| | | 2nd „ | 3·45 | 3·43 | 10·20 | 8·39 | 6·89 | 4·79 | 4·64 | 4·62 | 6·37 | 4·00 | 5·60 |
| | PER CENT. ON GROSS EARNINGS. | | | | | | | | | | TABL | E G. SP | ECIAL AND |
| 174 | Law charges . *Per cent.* | 1st half | 0·01 | 0·04 | 0·37 | 0·01 | 0·00 | ... | ... | 0·11 | ... | 0·01 | 0·03 |
| | | 2nd „ | 0·03 | 0·03 | 0·19 | 0·01 | 0·05 | ... | ... | 0·02 | 0·04 | 0·01 | 0·02 |
| 175 | Compensation . „ | 1st half | 0·04 | 0·60 | 0·27 | 0·08 | 0·01 | 0·03 | 0·09 | 0·12 | 0·20 | 0·10 | 0·02 |
| | | 2nd „ | 0·07 | 0·35 | 0·02 | 0·32 | 0·11 | 0·09 | 0·08 | 0·12 | 0·53 | 0·33 | 0·02 |
| 176 | Rates and taxes . „ | 1st half | 0·13 | 0·24 | 0·26 | 0·05 | 0·09 | 0·03 | 0·11 | 0·18 | 0·01 | 0·22 | ... |
| | | 2nd „ | 0·14 | 0·17 | 0·11 | 0·05 | 0·20 | 0·04 | 0·16 | 0·21 | 0·01 | 0·30 | 0·01 |
| 177 | Payments to other lines„ | 1st half | 1·34 | ... | 5·92 | 0·58 | 0·71 | 0·87 | 0·41 | 0·66 | 3·08 | 0·91 | 2·87 |
| | | 2nd „ | 1·35 | 0·70 | 8·86 | 0·98 | 0·44 | 0·85 | 0·34 | 0·41 | 2·43 | 0·31 | 0·45 |
| 178 | Other charges (net). „ | 1st half | 0·19 | 1·42 | 0·47 | 1·56 | 1·00 | 0·81 | 1·08 | 0·96 | 0·83 | 1·87 | 0·58 |
| | | 2nd „ | 0·21 | ... | 1·10 | 1·57 | 1·02 | 0·87 | 1·06 | 1·08 | 1·95 | 0·14 | 0·78 |
| 179 | Total special and miscellaneous expenses „ | 1st half | 1·71 | 2·30 | 7·29 | 2·28 | 1·81 | 1·74 | 1·69 | 2·04 | 4·12 | 3·11 | 3·50 |
| | | 2nd „ | 1·81 | 1·91 | 10·28 | 2·93 | 1·77 | 1·85 | 1·64 | 1·84 | 4·97 | 1·09 | 1·28 |

* Including cost of Government controlling establishment.

# DIX 46—*contd.*



(*by systems*) *during each half-year of 1900*—contd.

prepared by the railways not shown.

| | 3′ 3⅜″. | | | | | | | | | | | | Gauge. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 2 (*b*) to (*d*). | 15 | 17 | 18 | 10 (*f*) to (*i*). | 19 | | 20 | 21 | 11 (*c*). | 22 | 24 | 25 | Class: No. | Serial number. |
| Madras. | Eastern Bengal. | Assam-Bengal. | Bengal and North-Western. | Rohilkund and Kumaon | Rajputana-Malwa. | Jodhpur-Bikaner. Jodhpur section. | Bikaner section. | Udaipur-Chitor. | Bhávnagar-Gondal-Junágad-Porbandar. | Hyderabad Gódávari Valley. | Southern Mahratta. | South Indian. | Burma. | Calendar year 1900 by half year. | |
| CHARGES. | | | | | | | | | | | | | | | |
| 0·44 | | 1·95 | *0·48 | *0·60 | 0·43 | ... | ... | ... | 0·14 | 0·23 | 0·80 | *0·48 | 0·84 | 1st half | 163a |
| 0·42 | | 1·65 | *0·54 | *0·74 | 0·17 | ... | ... | ... | 0·20 | 0·39 | 0·86 | *0·43 | 0·72 | 2nd ,, | |
| 0·40 | | 0·97 | 0·15 | 0·37 | 0·03 | ... | ... | 1·23 | 0·50 | 0·14 | 0·24 | 0·22 | 0·27 | 1st half | 164a |
| 0·41 | | 0·90 | 0·20 | 0·40 | 0·05 | ... | ... | 1·50 | 0·68 | 0·16 | 0·23 | 0·24 | 0·24 | 2nd ,, | |
| 0·90 | | 2·28 | 0·74 | 0·87 | 0·10 | 0·86 | 0·52 | 1·61 | 1·12 | 0·55 | 0·72 | 0·74 | 0·57 | 1st half | 165a |
| 0·84 | | 2·14 | 0·74 | 1·12 | 0·58 | 0·64 | 0·31 | 1·07 | 1·40 | 0·61 | 0·77 | 0·73 | 0·54 | 2nd ,, | |
| 0·16 | | 0·74 | 0·07 | 0·24 | 0·04 | 0·10 | 0·06 | 0·09 | 0·24 | 0·08 | 0·18 | 0·22 | 0·18 | 1st half | 166a |
| 0·14 | | 0·64 | 0·08 | 0·29 | 0·22 | 0·13 | 0·06 | 0·10 | 0·34 | 0·09 | 0·21 | 0·22 | 0·18 | 2nd ,, | |
| 0·19 | | 0·48 | 0·07 | 0·08 | 0·11 | 0·05 | 0·02 | 0·15 | 0·27 | ... | 0·15 | 0·15 | 0·13 | 1st half | 167a |
| 0·16 | | 0·47 | 0·09 | 0·10 | 0·13 | 0·07 | 0·02 | 0·27 | 0·41 | 0·13 | 0·15 | 0·17 | 0·15 | 2nd ,, | |
| 0·15 | | 0·27 | 0·14 | 0·20 | 0·16 | 0·03 | 0·06 | 0·15 | 0·28 | ... | 0·17 | 0·18 | 0·18 | 1st half | 168a |
| 0·13 | | 0·26 | 0·14 | 0·33 | 0·21 | 0·04 | 0·08 | 0·58 | 0·42 | 0·25 | 0·19 | 0·18 | 0·15 | 2nd ,, | |
| 0·29 | | 0·41 | 0·24 | 0·35 | 0·28 | 0·02 | 0·03 | ... | 0·74 | 0·87 | 0·35 | 0·37 | 0·44 | 1st half | 169a |
| 0·27 | | 0·41 | 0·25 | 0·39 | 0·36 | 0·02 | ... | ... | 0·98 | 0·65 | 0·42 | 0·20 | 0·35 | 2nd ,, | |
| 0·04 | | 0·02 | 0·01 | 0·01 | ... | ... | ... | ... | 0·01 | 0·04 | 0·02 | 0·02 | 0·01 | 1st half | 170a |
| 0·03 | | 0·03 | ... | 0·03 | ... | ... | ... | ... | 0·01 | 0·02 | 0·01 | 0·01 | 0·01 | 2nd ,, | |
| 0·88 | | 1·47 | 0·60 | 0·69 | 0·67 | 0·52 | 0·28 | 0·83 | 0·84 | ... | 0·88 | 0·58 | 0·72 | 1st half | 171a |
| 0·82 | | 1·46 | 0·70 | 0·80 | 0·88 | 0·89 | 0·28 | 0·94 | 1·18 | 0·81 | 0·97 | 0·57 | 0·73 | 2nd ,, | |
| 0·23 | | ... | 0·01 | ... | ... | ... | ... | ... | ... | ... | ... | 0·01 | 0·01 | 1st half | 172a |
| 0·19 | | 0·01 | 0·04 | 4·54 | ... | ... | ... | ... | ... | ... | 0·01 | 0·02 | 0·01 | 2nd ,, | |
| 3·68 | | 8·59 | 2·51 | 3·70 | 1·82 | 1·58 | 0·97 | 4·06 | 4·14 | 2·78 | 3·51 | 3·39 | 3·35 | 1st half | 173a |
| 3·41 | | 7·97 | 2·78 | 4·53 | 2·70 | 1·79 | 0·75 | 4·46 | 5·62 | 3·11 | 3·82 | 3·18 | 3·08 | 2nd ,, | |
| 0·65 | Included with the 5′ 6″ gauge. | 4·28 | *1·01 | *1·25 | 0·69 | ... | ... | ... | 0·25 | 0·60 | 1·87 | *1·05 | 1·49 | 1st half | 163b |
| 0·68 | | 3·62 | *1·51 | *1·66 | 0·28 | ... | ... | ... | 0·38 | 1·07 | 2·31 | *0·97 | 1·54 | 2nd ,, | |
| 0·59 | | 2·12 | 0·32 | 0·76 | 0·05 | ... | ... | 1·39 | 0·89 | 0·37 | 0·56 | 0·47 | 0·48 | 1st half | 164b |
| 0·67 | | 1·97 | 0·55 | 0·89 | 0·26 | ... | ... | 2·36 | 1·30 | 0·45 | 0·62 | 0·55 | 0·52 | 2nd ,, | |
| 1·33 | | 4·98 | 1·55 | 1·80 | 0·15 | 1·51 | 1·50 | 1·82 | 1·98 | 1·43 | 1·70 | 1·60 | 1·02 | 1st half | 165b |
| 1·37 | | 4·68 | 2·08 | 2·48 | 0·98 | 1·50 | 1·47 | 1·67 | 2·67 | 1·66 | 2·07 | 1·64 | 1·14 | 2nd ,, | |
| 0·23 | | 1·63 | 0·14 | 0·50 | 0·07 | 0·18 | 0·15 | 0·10 | 0·43 | 0·22 | 0·43 | 0·48 | 0·31 | 1st half | 166b |
| 0·23 | | 1·40 | 0·23 | 0·65 | 0·37 | 0·31 | 0·31 | 0·17 | 0·64 | 0·26 | 0·58 | 0·49 | 0·39 | 2nd ,, | |
| 0·27 | | 1·04 | 0·15 | 0·17 | 0·18 | 0·09 | 0·05 | 0·17 | 0·47 | ... | 0·36 | 0·33 | 0·23 | 1st half | 167b |
| 0·27 | | 1·03 | 0·24 | 0·22 | 0·22 | 0·16 | 0·08 | 0·43 | 0·78 | 0·35 | 0·41 | 0·37 | 0·31 | 2nd ,, | |
| 0·23 | | 0·61 | 0·30 | 0·41 | 0·25 | 0·05 | 0·17 | 0·17 | 0·49 | ... | 0·39 | 0·39 | 0·32 | 1st half | 168b |
| 0·20 | | 0·57 | 0·39 | 0·74 | 0·34 | 0·10 | 0·36 | 0·92 | 0·79 | 0·66 | 0·52 | 0·40 | 0·33 | 2nd ,, | |
| 0·43 | | 0·89 | 0·50 | 0·72 | 0·45 | 0·04 | 0·08 | ... | 1·32 | 2·25 | 0·83 | 0·79 | 0·79 | 1st half | 169b |
| 0·43 | | 0·98 | 0·70 | 0·87 | 0·60 | 0·04 | ... | ... | 1·88 | 1·78 | 1·14 | 0·46 | 0·74 | 2nd ,, | |
| 0·06 | | 0·04 | 0·01 | 0·01 | ... | ... | ... | ... | 0·02 | 0·10 | 0·05 | 0·04 | 0·02 | 1st half | 170b |
| 0·05 | | 0·06 | 0·02 | 0·06 | 0·01 | ... | ... | ... | 0·03 | 0·06 | 0·03 | 0·03 | 0·01 | 2nd ,, | |
| 1·31 | | 3·22 | 1·26 | 1·44 | 1·09 | 0·91 | 0·81 | 0·94 | 1·48 | ... | 2·09 | 1·27 | 1·27 | 1st half | 171b |
| 1·34 | | 3·19 | 1·95 | 1·80 | 1·48 | 2·07 | 1·33 | 1·47 | 2·26 | 2·22 | 2·62 | 1·29 | 1·56 | 2nd ,, | |
| 0·34 | | 0·01 | 0·01 | ... | ... | ... | ... | ... | ... | ... | 0·01 | 0·02 | 0·02 | 1st half | 172b |
| 0·30 | | 0·03 | 0·12 | 10·13 | ... | ... | ... | ... | ... | ... | 0·01 | 0·04 | 0·01 | 2nd ,, | |
| 5·44 | | 18·82 | 5·24 | 7·67 | 2·93 | 2·78 | 2·76 | 4·59 | 7·33 | 7·22 | 8·29 | 7·35 | 5·95 | 1st half | 173b |
| 5·54 | | 17·44 | 7·79 | 10·11 | 4·54 | 4·18 | 3·55 | 7·02 | 10·73 | 8·51 | 10·31 | 7·15 | 6·55 | 2nd ,, | |
| MISCELLANEOUS EXPENSES. | | | | | | | | | | | | | | | |
| 0·02 | | 0·02 | 0·03 | 0·07 | ... | ... | ... | ... | ... | 0·03 | 0·02 | 0·03 | 0·02 | 1st half | 174 |
| ... | | 0·07 | 0·03 | 0·01 | 0·01 | ... | ... | ... | 0·05 | 0·02 | ... | 0·01 | 0·01 | 2nd ,, | |
| 0·05 | | 0·02 | 0·31 | 0·05 | 0·06 | 0·05 | 0·02 | 0·02 | 0·05 | ... | 0·04 | 0·01 | ... | 1st half | 175 |
| 0·11 | | 0·05 | 0·27 | 0·07 | 0·18 | 0·13 | 0·12 | 0·07 | 0·20 | 0·02 | 0·14 | 0·03 | 0·03 | 2nd ,, | |
| 0·18 | | 0·31 | 0·03 | 0·01 | 0·02 | ... | ... | ... | 0·01 | 0·01 | 0·06 | 0·33 | 0·21 | 1st half | 176 |
| 0·23 | | 0·06 | 0·11 | 0·02 | ... | ... | ... | ... | ... | 0·01 | 0·15 | 0·19 | 0·38 | 2nd ,, | |
| ... | | ... | 0·16 | 0·10 | 0·40 | 2·98 | 0·82 | 3·06 | 0·12 | ... | 0·09 | 0·12 | ... | 1st half | 177 |
| 0·52 | | ... | 0·07 | ... | 0·47 | 1·56 | 0·38 | 2·38 | 0·16 | 0·23 | 0·09 | 0·09 | ... | 2nd ,, | |
| 1·20 | | 1·58 | 1·68 | 5·50 | 0·54 | 0·16 | 0·12 | 1·19 | 1·08 | 0·06 | 0·97 | 0·65 | 1·01 | 1st half | 178 |
| 1·30 | | 0·57 | 3·13 | 5·79 | 0·15 | 0·31 | 0·25 | 1·44 | 1·02 | 0·35 | 2·08 | 0·65 | 0·98 | 2nd ,, | |
| 1·35 | | 1·93 | 2·21 | 5·73 | 1·02 | 3·19 | 0·96 | 4·27 | 1·26 | 0·48 | 1·18 | 1·14 | 1·24 | 1st half | 179 |
| 1·16 | | 1·68 | 3·61 | 5·88 | 0·81 | 2·00 | 0·75 | 3·89 | 1·43 | 0·63 | 2·46 | 0·97 | 1·40 | 2nd ,, | |

P. T. O.

# Appendix 46.
## Analysis.

## APPEN

*Analysis of working of each railway*

EXTRACT FROM TABLES PRINTED

NOTE.—These statistics are not

| Serial number. | PARTICULARS. | GAUGE. | 5' 6". | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Class: No. | 1 | 2(a) | 3 | 4 | 5 | 7 (a) & (b) | 8 | 9 (a) to (e). | 9 (f) to (i). | 10 (a) to (e). | 11 (a) & (b) |
| | | Calendar year 1900 by half-years. | East Indian. | Eastern Bengal. | Bengal Central. | Bengal-Nagpur. | East Coast. | Oudh and Rohilkhand. | North Western. | Great Indian Peninsula. | Indian Midland. | Bombay, Baroda and Central India. | The Nizam's Guaranteed State. |
| | FROM APPENDIX I. | | | | | | | | | | | | |
| 180 | Average number of locomotives on the line . *No.* | 1st-half | 794 | 114 | 22 | 140 | 73 | 162 | 603 | 605 | 142 | 183 | 52 |
| | | 2nd „ | 799 | 114 | 27 | 149 | 75 | 163 | 590 | 595 | 142 | 186 | 52 |
| 181 | Average miles run per locomotive *per diem*. *Miles* | 1st-half | 69·79 | 64·34 | 56·56 | 84·87 | 79·02 | 69·72 | 51·94 | 53·61 | 68·54 | 69·38 | 76·10 |
| | | 2nd „ | 67·80 | 74·37 | 133·60 | 55·74 | 79·53 | 67·79 | 50·50 | 49·03 | 58·08 | 52·32 | 65·95 |
| | lbs. coal per engine-mile (coal-burning engines)— | | | | | | | | | | | | |
| 182 | Coaching . *lbs.* | 1st-half | | | | | | | | | | 49·87 | 38·55 |
| | | 2nd „ | | | | | | | | | | 43·01 | 45·12 |
| 183 | Goods . . „ | 1st-half | 52·51 | 45·91 | 32·31 | 55·95 | 48·90 | 40·33 | 44·65 | 42·00 | 52·00 | 51·27 | 60·81 |
| | | 2nd „ | 50·71 | 50·65 | 35·49 | 54·09 | 46·77 | 40·06 | 41·02 | 42·00 | 51·01 | 49·01 | 65·35 |
| 184 | Mixed . . „ | 1st-half | | | | | | | | | | 45·41 | 59·36 |
| | | 2nd „ | | | | | | | | | | 44·62 | 63·19 |
| | lbs. wood per engine-mile wood-burning engines)— | | | | | | | | | | | | |
| 185 | Coaching . *lbs.* | 1st-half | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | 2nd „ | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 186 | Goods . . „ | 1st-half | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | 2nd „ | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 187 | Mixed . . „ | 1st-half | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | 2nd „ | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | Average gross weight of trains— | | | | | | | | | | | | |
| 188 | Coaching . *Tons* | 1st-half | 178·17 | 169·00 | 164·64 | 183·83 | 163·80 | 190·38 | 208·07 | 159·05 | 117·27 | 168·32 | 124·33 |
| | | 2nd „ | 180·30 | 162·49 | 174·34 | 170·98 | 200·61 | 175·83 | 201·70 | 165·02 | 112·27 | 162·31 | 118·26 |
| 189 | Goods . . „ | 1st-half | 420·85 | 379·91 | 226·38 | 369·17 | 294·75 | 298·37 | 299·61 | 325·92 | 456·15 | 485·93 | 360·85 |
| | | 2nd „ | 399·86 | 401·77 | 174·34 | 301·62 | 271·27 | 259·13 | 275·04 | 319·75 | 424·29 | 473·14 | 416·25 |
| 190 | Mixed . . „ | 1st-half | 218·18 | 196·26 | 174·93 | 330·74 | 285·07 | 214·30 | 250·12 | ... | 237·83 | 217·43 | 368·98 |
| | | 2nd „ | 208·73 | 259·99 | 348·67 | 261·00 | 195·37 | 195·78 | 240·93 | ... | 224·99 | 209·18 | 282·37 |
| | Average through speed of trains— | | | | | | | | | | | | |
| 191 | Coaching . *Miles per hour.* | 1st-half | 18·80 | 19·07 | 16·00 | 24·18 | 17·43 | 29·38 | 20·63 | 22·87 | 26·64 | 20·84 | 22·86 |
| | | 2nd „ | 20·40 | 19 07 | 16·00 | 22·78 | 17·54 | 29·38 | 21·15 | 22·87 | 27·22 | 20·84 | 22·86 |
| 192 | Goods. . „ | 1st-half | * 12·70 | 15·00 | 12·00 | 10·95 | 10·70 | 9·13 | 11·60 | 10·68 | 11·04 | 10·11 | 10·28 |
| | | 2nd „ | † 12·70 | 15·00 | 12·00 | 11·05 | 10·45 | 9·13 | 11·56 | 10·68 | 10·31 | 10·11 | 10·28 |
| 193 | Mixed . . „ | 1st-half | 18·00 | 14·30 | 14·00 | 13·14 | 13·87 | 16·09 | 15·03 | 15·12 | 16·76 | 14·98 | 13·57 |
| | | 2nd „ | 18·00 | 14·30 | 14·00 | 13·14 | 13·05 | 16·09 | 14·96 | 15·12 | 16·66 | 14·98 | 13·57 |
| | FROM APPENDIX II. | | | | | | | | | | | | |
| 194 | Average mileage *per diem* of coaching vehicles, including brakes . *Miles* | 1st-half | 243,713 | 44,579 | 10,057 | 55,926 | 40,602 | 75,953 | 221,238 | 155,082 | 46,296 | 71,311 | 14,063 |
| | | 2nd „ | 245,786 | 44,813 | 9,192 | 54,334 | 39,190 | 78,815 | 229,451 | 157,026 | 46,228 | 69,605 | 14,102 |
| 195 | Goods ditto ditto . „ | 1st-half | 875,613 | 64,169 | 7,778 | 233,411 | 66,824 | 124,658 | 349,522 | 450,811 | 159,935 | 270,719 | 80,234 |
| | | 2nd „ | 780,328 | 117,165 | 16,932 | 119,967 | 72,010 | 92,653 | 291,684 | 328,988 | 110,461 | 152,276 | 65,090 |
| | *Average lead of passengers* *Miles* | 1st-half | 58·89 | 30·39 | 22·38 | 74·87 | 38·72 | 44·67 | 45·95 | 29·68 | 67·17 | 20·08 | 49·37 |
| | | 2nd „ | 61·24 | 29·94 | 23·22 | 68·93 | 40·95 | 42·86 | 47·60 | 33·97 | 65·78 | 21·21 | 48·98 |
| | *Average lead of goods* „ | 1st-half | 206·27 | 112·95 | 65·42 | 244·73 | 129·03 | 107·01 | 136·42 | 236·72 | 255·61 | 139·88 | 166·09 |
| | | 2nd „ | 197·52 | 119·21 | 85·46 | 135·35 | 140·64 | 105·51 | 140·63 | 245·21 | 173·53 | 143·97 | 124·07 |
| | *Total tonnage of goods lifted* . . *Tons* | 1st-half | 5,159,853 | 532,579 | 83,241 | 1,070,873 | 611,920 | 1,048,431 | 2,817,171 | 1,797,819 | 607,798 | 1,613,869 | 505,530 |
| | | 2nd „ | 4,755,011 | 716,722 | 122,550 | 898,256 | 590,744 | 733,095 | 2,217,365 | 1,189,446 | 593,361 | 1,019,801 | 506,166 |
| | FROM APPENDIX V. | | | | | | | | | | | | |
| | Average age of sleepers— | | | | | | | | | | | | |
| 196 | Wood . . *Years* | 1st-half | 10·64 | 8·50 | 12·31 | 4·75 | 4·14 | 8·91 | 7·42 | ¶ | ** 16·50 | †† 8·30 | 15·00 |
| | | 2nd „ | 10·59 | 8·50 | 12·41 | 5·19 | 4·23 | 9·35 | 7·81 | ¶ | ** 16·75 | †† 8·31 | 15 00 |
| 197 | Iron . . „ | 1st-half | 10·00 | ‡ 7·00 | .... | § 7·50 | § 6·43 | ‡ 16·64 | ‡ 12·81 | ¶ | ** 10·25 | †† 15·21 | 24·50 |
| | | 2nd „ | 10·13 | ‡ 7·50 | ... | § 8·03 | § 6·93 | ‡ 16·72 | ‡ 13·21 | ¶ | ** 10·75 | †† 13·57 | 25·00 |
| | Percentage of removals— | | | | | | | | | | | | |
| 198 | Wood . *Per cent.* | 1st-half | 4·40 | 8·98 | 4·07 | 1·65 | 0·94 | 0·24 | 4·44 | 7·09 | ** 0·29 | †† 4·79 | 3·95 |
| | | 2nd „ | 3·94 | 3·93 | 3·16 | 0·04 | 1·33 | 0·09 | 0·90 | 2·10 | ** 0·76 | †† 5·52 | 8·59 |
| 199 | Iron . . „ | 1st-half | 1·84 | ‡ 0·24 | ... | § 0·18 | § 0·62 | ‡ 1·24 | ‡ 1·68 | 0·57 | ** 0·03 | †† 0·20 | 0·72 |
| | | 2nd „ | 2·54 | ‡ 0·21 | ... | § 0·05 | § 0·60 | ‡ 2·18 | ‡ 0·95 | 0·50 | ** 0·03 | †† 6·26 | 0·85 |

* The through speed of express goods trains is 17·00 miles per hour.
† The through speed of express goods trains is 16·90 miles per hour.
‡ Total iron and steel sleepers.
§ Steel sleepers.
¶ Information not furnished.
** Indian Midland railway only.
†† Bombay, Baroda and Central India railway only.

# DIX 46—*concld.*

## (*by systems*) *during each half-year of 1900*—concld.

AS APPENDICES TO THE ANALYSES.

prepared by the railways not shown.

| 12 (*a*) and (*b*) | 2 (*b*) to (*d*) | 15 | 17 | 18 | 10 (*f*) to (*i*) | 19 | | 20 | 21 | 11 (*c*) | 22 | 24 | 25 | Class : No. | Serial number. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 3′ 3⅜″ | | | | | | | | GAUGE. | |
| Madras. | Eastern Bengal. | Assam-Bengal. | Bengal and North-Western. | Rohilkund and Kumaon. | Rajputana-Malwa. | Jodhpur-Bikaner. Jodhpur section. | Bikaner section. | Udaipur-Chitor. | Bhávnagar-Gondal-Juná-gad-Porbandar | Hyderabad Gódávari. | Southern Mahratta. | South Indian. | Burma. | Calendar year 1900 by half-years. | |
| 168 | 97 | 43 | 149 | 26 | 428 | 30 | | 2 | 33 | 17 | 197 | 202 | 159 | 1st-half | 180 |
| 168 | 101 | 41 | 148 | 26 | 428 | 32 | | 2 | 31 | 29 | 195 | 201 | 167 | 2nd ,, | |
| 53·55 | 69·51 | 44·28 | 67·95 | 82·16 | 60·93 | 63·78 | | 106·95 | 71·98 | 55·33 | 56·52 | 48·95 | 71·56 | 1st-half | 181 |
| 57·33 | 76·02 | 46·71 | 64·19 | 67·87 | 46·05 | 50·91 | | 89·96 | 54·57 | 60·83 | 52·93 | 49·58 | 67·62 | 2nd ,, | |
| | | | | | | | | | | ... | | 29·94 | 36·81 | 1st-half | 182 |
| | | | | | | | | | | ... | | 28·74 | 39·25 | 2nd ,, | |
| 42·45 | 29·59 | 26·82 | 32·68 | ... | 33·63 | 38·85 | 21·89 | 35·76 | 28·33 | 30·20 | 31·50 | 32·37 | 31·22 | 1st-half | 183 |
| 42·95 | 29·39 | 29·72 | 28·68 | ... | 33·57 | 29·89 | ... | 39·54 | 28·53 | 31·84 | 31·89 | 27·71 | 33·29 | 2nd ,, | |
| | | | | | | | | | | 43·36 | | 27·36 | 39·78 | 1st-half | 184 |
| | | | | | | | | | | 43·47 | | 25·78 | 41·92 | 2nd ,, | |
| ... | ... | ... | ... | | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1st-half | 185 |
| ... | ... | ... | ... | | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2nd ,, | |
| ... | ... | ... | ... | 52·21 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1st-half | 186 |
| ... | ... | ... | ... | 50·69 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2nd ,, | |
| ... | ... | ... | ... | | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1st-half | 187 |
| ... | ... | ... | ... | | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2nd ,, | |
| 135·56 | 104·48 | 116·54 | 149·04 | §§ | 106·70 | 73·82 | 56·37 | ... | 68·69 | ... | 105·23 | 69·21 | 117·33 | 1st-half | 188 |
| 129·49 | 115·62 | 103·68 | 131·60 | §§ | 107·59 | 116·52 | 56·98 | ... | 67·73 | 109·10 | 98·50 | 71·23 | 115·61 | 2nd ,, | |
| 326·86 | 206·84 | 147·49 | 170·91 | §§ | 234·87 | 185·77 | 134·83 | 123·32 | 160·60 | 124·93 | 283·02 | 91·97 | 181·25 | 1st-half | 189 |
| 321·12 | 160·00 | 131·46 | 184·25 | §§ | 243·35 | 148·40 | 137·87 | 141·80 | 156·11 | 116·54 | 286·99 | 91·70 | 143·61 | 2nd ,, | |
| 286·52 | 153·62 | 198·33 | 161·81 | §§ | 136·87 | 121·83 | 81·90 | 208·46 | 126·06 | 155·46 | 204·47 | 194·42 | 176·44 | 1st-half | 190 |
| 269·62 | 139·83 | 170·70 | 113·38 | §§ | 137·96 | 109·96 | 71·50 | 174·23 | 125·00 | 128·98 | 194·96 | 196·36 | 161·95 | 2nd ,, | |
| 19·91 | 19·28 | ... | 15·40 | ... | 19·22 | ... | ... | ... | 20·25 | ... | 16·31 | 18·00 | 18·32 | 1st-half | 191 |
| 18·71 | 19·28 | ... | 15·40 | ... | 19·27 | ... | ... | ... | 20·25 | ... | 16·31 | 18·00 | 18·32 | 2nd ,, | |
| 12·26 | 12·00 | ... | 9·50 | 10·45 | 9·65 | 10·59 | 10·55 | 12·00 | 10·93 | 9·65 | 8·30 | 9·50 | 11·28 | 1st-half | 192 |
| 12·43 | 12·00 | ... | 9·50 | 10·49 | 9·66 | 10·30 | 11·62 | 12·00 | 10·93 | 9·65 | 8·30 | 9·50 | 11·28 | 2nd ,, | |
| 11·17 | 12·50 | 12·58 | 13·40 | 11·84 | 14·73 | 12·34 | 13·47 | 14·76 | 12·29 | 12·12 | 12·81 | 12·00 | 13·36 | 1st-half | 193 |
| 10·16 | 12·50 | 12·58 | 13·40 | 13·45 | 14·73 | 13·41 | 12·89 | 14·76 | 12·29 | 13·72 | 12·81 | 12·00 | 13·36 | 2nd ,, | |
| 48,215 | 48,020 | 16,295 | 73,008 | 12,983 | 135,117 | 9,576 | 1,042 | ... | 20,520 | 3,505 | 58,490 | 94,092 | 91,094 | 1st-half | 194 |
| 47,802 | 50,655 | 15,513 | 79,979 | 12,699 | 140,385 | 9,504 | 1,104 | ... | 17,846 | 7,942 | 63,260 | 94,776 | 90,470 | 2nd ,, | |
| 108,302 | 82,572 | 31,616 | 134,276 | 24,786 | 581,474 | 28,474 | 3,420 | ... | 34,509 | 14,393 | 170,339 | 73,733 | 153,713 | 1st-half | 195 |
| 112,689 | 80,075 | 25,647 | 101,906 | 18,078 | 378,009 | 15,734 | 3,083 | ... | 16,817 | 18,441 | 1,33,800 | 78,881 | 132,224 | 2nd ,, | |
| 31·67 | 31·06 | 36·39 | 34·58 | 34·97 | 47·92 | 56·94 | 37·95 | 42·96 | 33·55 | 42·74 | 42·84 | ¶¶ 34·08 | 29·16 | 1st-half | |
| 32·54 | 34·32 | 36·42 | 33·49 | 34·27 | 47·45 | 55·00 | 36·90 | 44·57 | 32·52 | 51·75 | 40·67 | 33·37 | 25·30 | 2nd ,, | |
| 108·45 | 90·16 | 83·61 | 114·15 | 67·32 | 250·91 | 94·06 | 46·25 | 50·58 | 59·21 | 65·91 | 182·50 | ¶¶ 50·35 | 125·03 | 1st-half | |
| 102·71 | 115·62 | 76·71 | 101·64 | 72·60 | 257·83 | 113·90 | 43·69 | 55·79 | 57·79 | 42·24 | 157·97 | 56·23 | 121·42 | 2nd ,, | |
| 711,047 | 474,020 | 180,814 | 767,164 | 215,572 | 1,533,190 | 183,267 | 50,740 | 34,140 | 230,543 | 95,572 | 531,011 | ¶¶ 842,732 | 670,654 | 1st-half | |
| 788,306 | 422,523 | 203,136 | 480,020 | 138,710 | 1,011,773 | 100,397 | 51,427 | 20,981 | 126,080 | 204,872 | 464,094 | 790,611 | 584,457 | 2nd ,, | |
| 9·03 | 12·50 | ... | ‡‡ 15·83 | 9·36 | 9·50 | ‖‖ 8·00 | ‖‖ 6·00 | 4·00 | 9·99 | ... | 12·00 | ***12·39 | 10·40 | 1st-half | 196 |
| 9·25 | 12·50 | ... | ‡‡ 13·70 | 9·68 | 9·50 | ‖‖ 7·00 | ‖‖ 5·50 | 4·50 | 10·41 | ... | 12·00 | ***12·30 | 10·77 | 2nd ,, | |
| 28·15 | ‡ 14·00 | ... | ‡‡ 16·89 | ... | ‡13·50 | ... | ... | ... | § 10·21 | ... | ‡ 12·50 | ***14·20 | ... | 1st-half | 197 |
| 28·58 | ‡ 14·50 | ... | ‡‡ 17·38 | ... | ‡ 14·00 | ... | ... | ... | § 10·71 | ... | ‡ 13·00 | ***14·66 | ... | 2nd ,, | |
| 3·19 | 3·71 | 0·75 | ‡‡ 3·41 | 2·16 | 6·33 | ‖‖ 12·84 | ... | 0·02 | 1·00 | ... | 0·37 | *** 3·60 | 1·48 | 1st-half | 198 |
| 3·15 | 3·37 | 0·06 | ‡‡ 3·10 | 1·82 | 5·77 | ‖‖ 0·10 | ‖‖ 1·28 | ... | 0·83 | ... | 2·51 | *** 0·88 | 0·94 | 2nd ,, | |
| 0·17 | ‡ 3·19 | ... | ‡‡ 0·22 | ... | ‡ 0·18 | ... | ... | ... | § 0·06 | ... | ‡ 0·23 | ***0·20 | ... | 1st-half | 199 |
| 0·16 | ‡ 12·64 | ... | ‡‡ 4·23 | ... | ‡ 0·17 | ... | ... | ... | § 0·01 | 0·01 | ‡ 0·70 | *** | ... | 2nd ,, | |

‡‡ Tirhoot section only. The figures for the Company's section are—Item 196 { 1st-half 8·22. 2nd-half 8·52. } Item 198 { 1st-half 1·16. 2nd-half 2·40.

§§ Information not furnished.
‖‖ Wood and steel sleepers.
¶¶ Excluding the Pondicherry and Káraikkal-Peralam railways.
*** South Indian railway only.

# APPENDICES

of

# IMPORTANT DOCUMENTS.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY.

Appendix A.
Important documents.

# APPENDIX A.

## Memorandum, dated the 20th March 1901, by the Honourable Sir Arthur Trevor, K.C.S.I., on the anticipated capital expenditure on railways for the three years 1901-1902 to 1903-1904.

It was explained in the memorandum appended to the Financial Statement this time last year that in consequence of certain changes, of which a summary was given, in the procedure for the consideration of railway projects, the memorandum would then and for the future be confined mainly to the presentment of such details in connection with the railway programme for the ensuing and two following years as do not find a place in the Financial Statement.

For any information which may be wanted in regard to proposals not in the programme, reference is invited to the History of Railway Projects revised and brought up to date which was issued in October last.

2. In connection with the form of the present programme which is printed as Statement A to this memorandum, there are two points which call for notice.

The first is that for the grouping according to the source from which the expenditure is to be met, and the agency to be employed, which has hitherto been adopted, a new grouping has been substituted which is designed to illustrate the principle on which the resources available have been distributed.

That principle is that, in framing the railway programme, the amount required to meet the needs of open lines, so far as they can be foreseen, should be regarded as a first charge upon the money available for railway purposes, and that every effort should be made to provide in full or all demands arising out of the development of existing traffic—that next in order provision should be made for the steady prosecution and early completion of lines in progress, preference under this head being given to Companies' lines over those under construction by the agency of the State, and, lastly, for new projects which depend on the ability of the State to find money to complete them without financial embarrassment to the Government.

In the abstract at the end the totals are given according to the old as well as according to the new grouping for facility of comparison.

3. The other point is that in order to admit of the continuous application of the principle above stated, the minimum of $6\frac{1}{2}$ crores, which was adopted last year as the basis of the programme for the years following that actually dealt with in the budget, has been abandoned. The forecast for 1902-1903 and 1903-1904 has been based on the aggregate of the actual demands so far as they can be at present foreseen by the railway administrations concerned, for open lines and lines under construction, which alone come to $10\frac{1}{4}$ crores for 1901-1902 and nearly 7 crores for 1902-1903. The obligation to find this amount if possible being accepted, it will remain to consider in connection with the preparation of the estimates for each successive year whether the amount can be found or not; if not, in what directions reduction can be effected with the least mischief, and if, on the other hand, the financial position is as easy as may be hoped for, how far it is possible to go in undertaking new lines from among those shown in Statement B, in addition to the comparatively obligatory provision for lines open and in progress.

4. As has been explained on former occasions it must be clearly understood that except in so far as it embodies the actual budget provisions for the year next ensuing, the whole programme is provisional only, that the order of priority given to the new projects which it is proposed to include in it, as funds permit, is always liable to reconsideration, and that the actual inception of any particular project depends on its final acceptance by the Government of India and the Secretary of State, on the financial situation when the time comes, and in some cases on the possibility that offers may be received for its construction by a company which may admit of its being carried out independently of the programme.

5. Turning to details it will be observed that, whereas the total of the sums shown in the programme presented last March for the year now ending amounted to Rs. 7,30,84,000 only and included no provision for any new railway, the Government of India have been able during the course of the year to make supplementary grants

for different lines, raising the total to Rs. 8,30,75,000, and that out of these grants it has been possible to commence work on the Gondia-Jubbulpur line, one of the three projects mentioned in paragraph 5 of last year's memorandum as having been struck out owing to the pressure of famine demands, and also on a second line, the Midnapur-Jherriah, which was shown last year as for commencement in 1901-1902 only.

Of the other two lines struck out last year the Dhulia-Amalner line is for the present in abeyance owing to the transfer of the Great Indian Peninsula Railway to the State and the Godhra-Baroda Chord still awaits the possibility of providing funds.

The commencement of the 4th line, that from Sakri to Jainagar, to which reference was made in the same paragraph, has unfortunately been delayed by the inability of the Bengal and North-Western Railway Company to raise the necessary funds on debentures the currency of which they were obliged to limit to the short unexpired term of their contract for the working of the Tirhoot State Railway, of which the Sakri-Jainagar line will form a part. This difficulty has lately been got over, it is understood, by the Secretary of State's acceptance of liability for debentures of a suitable term after the determination of the Tirhoot Contract, and it is hoped the line may now soon be put in hand.

6. For 1901-1902 the allotments amount to Rs. 10,32,44,000 against the minimum of 6½ crores shown in the programme last year. So far as can at present be foreseen the whole of this amount will be required to meet the pressing needs of open lines and for the energetic prosecution of lines under construction, including the three lines recently commenced, namely, the Khushalgarh-Kohat, Gondia-Jubbulpur and Midnapur-Jherriah, but it is hoped that later in the year it may be possible to find a place for the commencement of the section of the Godhra-Baroda Chord in British territory. For the length in Baroda territory funds will be found by the Durbar.

In 1902-1903 we may hope, if the present financial position is maintained, to commence the first ten or twelve of the lines entered in Statement B and most of the remainder in 1903-1904.

7. The usual summary of railway progress giving the lengths of the lines is entered as a Statement E to this memorandum.

8. The capital expenditure on railways falling within the categories now included in the programme for the ten years from 1892-93 to 1901-1902 is shown below:—

[Lakhs of rupees].

| | 1892-93. | 1893-94. | 1894-95. | 1895-96. | 1896-97. | 1897-98. | 1898-99. | 1899-1900. | Revised Estimate, 1900-1901. | Budget Estimate, 1901-1902. |
|---|---|---|---|---|---|---|---|---|---|---|
| Capital expenditure on open lines.. | 108 | 120 | 184 | 167 | 240 | 179 | 221 | 335 | 405 | 460 |
| On construction of new lines . . | 472 | 392 | 390 | 421 | 654 | 691 | 661 | 562 | 426 | 572 |
| TOTAL . | 580 | 512 | 574 | 588 | 894 | 870 | 882 | 897 | 831 | 1,032 |

9. The subjoined table shows the progress made in the development of railway communication, including lines financed by Native States or Companies outside the programme, during the 5½ years of my officiating and substantive tenure of the office of Public Works Member:—

| YEAR. | AT COMMENCEMENT OF YEAR. | | | DURING THE YEAR. | | REMARKS. |
|---|---|---|---|---|---|---|
| | Opened. | Commenced but not open. | Sanctioned but not commenced | Opened. | Sanctioned. | |
| 1895-96 . . . . . | 18,855 | 2,195 | 22 | 821 | 2,415 | |
| 1896-97 . . . . . | 19,677 | 3,741 | 48 | 713 | 1,054 | |
| 1897-98 . . . . . | 20,390 | 4,008 | 129 | 743 | 917 | |
| 1898-99 . . . . . | 21,156 | 3,948 | 349 | 1,339 | 631 | |
| 1899-1900 . . . . . | 22,491 | 2,454 | 286 | 1,266 | 732 | |
| 1900-1901 . . . . . | 23,763 | 2,597* | 430 | 1,386 | 392 | * Of which 1,300 miles will probably be ready for opening in 1901-1902. |
| TOTAL . | ... | ... | ... | 6,268 | 6,141 | |

## Appendix A—*contd.*

10. The exceptionally favourable character of the earnings from railways during the years 1899-1900 was noticed in last year's memorandum, and it was anticipated that according to the revised estimates then available the customary loss on the direct railway account, that is, "the amount by which the net earnings fall short of the interest charges which have to be met, including strategic railways and loss arising from the special exchange provisions of the old railway contracts," would be reduced to about $1\frac{1}{4}$ lakhs. It is satisfactory to be able to announce that this anticipation has been more than fulfilled, and that the actuals show, for the first time in the history of railways in India, an absolute surplus, which amounts to over $11\frac{1}{2}$ lakhs.

It was stated at the same time that with the cessation of the exceptional traffic due to the famine and the despatch of troops to South Africa a falling off was to be looked for, and in the estimates for the year now ending the probable deficit was put down at 73 lakhs, but according to the most recent estimates, it appears that there will once more be an actual gain, this time of about $23\frac{1}{2}$ lakhs, on the direct account of the year. This result is no doubt partly due to the unfortunate continuance of famine conditions during earlier months of the year and to the movement of an unusually heavy crop of rice in Burma and of cotton in Bombay, but it is again distinctly encouraging.

The estimates for 1901-1902 allow for a deficit of about $24\frac{3}{4}$ lakhs.

11. Statement C is a list of Branch lines for the construction of which by private enterprise, outside the programme, arrangements have been made or are under consideration; and Statement D corresponds in a revised and amplified shape with Statement C, appended to last year's memorandum, which included a good many lines on which famine relief work, though sanctioned, was not actually undertaken. In connection with this Statement attention is invited to paragraph 6, page 2 of the last issue of the History of Railway Projects, where it is stated that Government will be prepared to receive proposals for the completion of some, if not all, of these lines on the understanding that the work already done will be given free of cost together with the land and the surveys already made.

# STATEMENT

OF

Anticipated Capital Expenditure on Railways, Open or under Construction, for which Government have accepted any direct financial responsibility for the three years 1901-1902 to 1903-1904, including all Open Lines.

Branch lines under Rebate terms are excluded.

**Appendix A.**
Important documents.

## Appendix A—*contd.*

*Forecast of Capital Expenditure on Railways—1901-1902 to 1903-1904.*

(OMITTING 000.)

| No. | Railway. | Grants allotted for 1900-1901. | Proposed distribution of grants during— | | | Remarks. |
|---|---|---|---|---|---|---|
| | | | 1901-1902. | 1902-1903. | 1903-1904. | |
| | | Rs. | Rs. | Rs. | Rs. | |
| | OPEN LINES. | | | | | |
| | By State Agency. | | | | | |
| 1 | Eastern Bengal | 26,56 | 32,08 | 32,98 | 10,23 | |
| 2 | Oudh and Rohilkhand | 9,76 | 15,30 | 13,10 | 8,10 | |
| 3 | North Western | 51,78 | 48,47 | 27,26 | 25,25 | |
| 4 | Warora Colliery | —52 | —10 | | | |
| 5 | Store and Reserve | —2,48 | 29,70 | 25,00 | 25,00 | |
| 6 | Hyderabad-Shadipalli Conn. | ... | 1,53 | | | |
| 7 | Other Minor Railways | —2,09 | ... | | | |
| | Total Open Lines by State Agency | 83,01 | 1,26,98 | 98,34 | 68,58 | |
| | By the Agency of Main Line Companies. | | | | | |
| 8 | East Indian | 1,43,77 | 1,57,50 | 1,39,56 | 1,57,99 | |
| 9 | Rajputana-Malwa | 27,44 | 21,24 | 32,00 | 17,80 | |
| 10 | Tirhoot | 20,00 | 5,00 | 20,70 | 20,86 | |
| 11 | South Indian | 3,75 | 12,00 | 8,18 | 6,89 | |
| 12 | Great Indian Peninsula | 40,21 | 10,58 | 10,00 | 10,00 | |
| 13 | East Coast | 7,40 | 3,69 | | | Section south of Vizagapatam. |
| 14 | Bezvada Extension | ... | 12 | | | |
| 15 | Guntakal-Mysore Frontier | 6 | ... | | | |
| 16 | Bhopal | 50 | 2,50 | 1,85 | 1,15 | |
| 17 | Dhond and Manmad | 33 | 2,00 | | | |
| 18 | Wardha Coal | ... | 5 | | | |
| 19 | Palanpur Deesa | ... | 4 | | | |
| | Total Open Lines by Agency of Main Line Cos. | 2,43,46 | 2,14,72 | 2,12,29 | 2,14,69 | |
| | Carried over | 3,26,47 | 3,41,70 | 3,10,63 | 2,83,27 | |

## Appendix A—*contd.*

*Forecast of Capital Expenditure on Railways—1901-1902 to 1903-1904*—contd.

(OMITTING 000.)

| No. | Railway. | Grants allotted for 1900-1901. | Proposed distribution of grants during— | | | Remarks. |
|---|---|---|---|---|---|---|
| | | | 1901-1902. | 1902-1903. | 1903-1904 | |
| | OPEN LINES—*contd.* | Rs. | Rs. | Rs. | Rs. | |
| | Brought forward . | 3,26,47 | 3,41,70 | 3,10,63 | 2,83,27 | |
| | Against the Capital Accounts of the old Guaranteed Railway Companies. | | | | | |
| 20 | Great Indian Peninsula Railway . | 5,04 | ... | ... | ... | |
| 21 | Madras . . . . . | 9,88 | 15,31 | 60,60 | 52,77 | |
| 22 | Bombay, Baroda and Central India . | 13,98 | 28,00 | 28,35 | 27,00 | |
| | Total Open Lines old Guaranteed Companies. | 28,90 | 43,31 | 88,95 | 79,77 | |
| | Against the Capital Accounts of Indian Railway Companies other than the old Guaranteed Railway Companies. | | | | | |
| 23 | Bengal Central . . . . . | 2,50 | 1,50 | 2,00 | 2,00 | |
| 24 | Bengal-Nagpur . . . . . | 10,17 | 9,51 | 6,50 | 9,70 | Including northern Section of East Coast Railway. |
| 25 | Burma . . . . . | 9,50 | 24,00 | 7,00 | 7,00 | |
| 26 | Indian Midland and G. I. P. .. . | 17,29 | 31,00 | 28,45 | 15,87 | |
| 27 | Lucknow-Bareilly . . . . . | 3,74 | 2,95 | 7,00 | 3,46 | |
| 28 | Southern Mahratta (including Mysore) . | 6,00 | 6,00 | 8,25 | 7,75 | |
| | Total Open Lines other Railway Companies. | 49,20 | 74,96 | 59,20 | 45,78 | |
| | Total Open Lines—carried over . | 4,04,57 | 4,59,97 | 4,58,78 | 4,08,82 | |

**Appendix A.**
Important documents.

**Appendix**

*Forecast of Capital Expenditure on*

(OMIT

| No. | Railway. | Length. | Amount of estimate or approximate cost. | Outlay to end of 1899-1900. |
|---|---|---|---|---|
| | | Miles. | Rs. | Rs. |
| | Total Open Lines—brought forward | ... | ... | ... |
| | LINES UNDER CONSTRUCTION. | | | |
| | By Agency of Main Line Companies. | | | |
| 29 | Tirhoot, Hajeepore-Begum Sarai-Katihar extension | 158 | 1,22,31 | 1,07,69 |
| 30 | Assam-Bengal (i) Construction chargeable to Part II; (ii) Land chargeable to Part I | 736 | *11,16,17 | *8,99,74 |
| | Assam-Bengal (iii) Chittagong jetties | ... | 6,90 | 6,65 |
| 31 | East Indian, Dehree-Daltonganj | 78 | 72,18 | 36,35 |
| 32 | Madura-Pamban | 91 | 68,91 | 2,83 |
| 33 | Tinnevelly-Quilon, British section | 49 | 24,28 | 3,28 |
| 34 | Ditto Native state section | 58 | ... | ... |
| | Total | 1,170 | 14,10,75 | 10,56,54 |
| | Against the Capital Account of the old Guaranteed Railway Companies. | | | |
| 35 | Amalner-Jalgaon branch, G. I. P. R.; Chalisgaon-Dhulia branch, G. I. P. R. | 69 | 78,24 | 53,52 |
| 36 | Calicut-Cannanore branch, Madras railway | 64 | 76,73 | 15,99 |
| | Total | 133 | 1,54,97 | 69,51 |
| | Against the Capital Account of Indian Railway Companies other than the old Guaranteed Railway Companies. | | | |
| 37 | Bengal-Nagpur Sini-Midnapur-Cuttack-Calcutta | 345 | 8,14,22 | 7,06,07 |
| | Bengal-Nagpur Raipur-Dhamtari | 56 | 11,41 | |
| | Bengal-Nagpur Midnapur-Jherria extension | 114 | 1,07,81 | |
| | Bengal-Nagpur Jubbulpore Gondia | 253 | 85,11 | |
| 38 | Burma Mandalay-Kunlon; Meiktila-Myingyan; Sagaing-Monywa-Alon; Thonze-Henzada-Bassein extension | 477 | 4,79,90 | 2,12,26 |
| | Total | 1,245 | 14,98,45 | 9,18,33 |
| | Total Lines under Construction by Companies—carried over | 2,548 | 30,64,17 | 20,44,38 |
| | Total Open Lines—carried over | ... | ... | ... |

* Includes Rs. 3,65,60,000 from Company's funds.

A—*contd.*

*Railways—1901-1902 to 1903-1904*—contd.

TING 000.)

| Grants allotted during 1900-1901. | Proposed distribution of grants during— | | | Remarks. |
|---|---|---|---|---|
| | 1901-1902. | 1902-1903. | 1903-1904. | |
| Rs. | Rs. | Rs. | Rs. | |
| 4,04,57 | 4,59,97 | 4,58,78 | 4,08,82 | |
| 30,88 | 20,46 | ... | ... | To be completed in 1902 |
| 91,60 | 83,45 | 50,38 | 42,13 | „ „ 1904. |
| 25,93 | 30,00 | ... | ... | „ „ 1902. |
| 15,72 | 35,00 | ... | ... | |
| 7,70 | 20,00 | 4,80 | 2,36 | „ „ 1902. |
| 15,95 | 49,44 | ... | ... | |
| 1,87,78 | 2,38,35 | 55,18 | 44,49 | |
| —15,77 | ... | ... | ... | „ „ 1901. |
| 29,51 | 28,00 | 65 | 1,00 | „ „ 1902. |
| 13,74 | 28,00 | 65 | 1,00 | |
| 70,87 | 1,65,00 | 64,58 | ... | „ „ 1903. |
| 88,35 | 72,74 | 97,24 | 74,00 | Construction of Mandalay-Kunlon beyond Lashio uncertain. |
| 1,59,22 | 2,37,74 | 1,61,82 | 74,00 | |
| 3,60,74 | 5,04,09 | 2,17,65 | 1,19,49 | |
| 4,04,57 | 4,59,97 | 4,58,78 | 4,08,82 | |

**Appendix A.**
Important documents.

**Appendix**

*Forecast of Capital Expenditure on*

(OMIT

| No. | Railway. | Length. | Amount of estimate or approximate cost. | Outlay to end of 1899-1900. |
|---|---|---|---|---|
| | | Miles. | Rs. | Rs. |
| | Total open Lines—brought forward . . . . | ... | ... | ... |
| | Total Lines under Construction—brought forward . | 2,548 | 30,64,17 | 20,44,38 |
| | LINES UNDER CONSTRUCTION.—*contd.* | | | |
| | By Branch Line Companies. | | | |
| 39 | Hardwar-Dehra . . . . . | 32 | 26,05 | 25,12 |
| 40 | Brahmaputra-Sultanpur . . . . . | 60 | 26,44 | 21,31 |
| | Total against the Capital Account of Branch Line Companies . . . . . | 92 | 52,49 | 46,43 |
| | By the State. | | | |
| 41 | Nowshera-Dargai . . . . . | 40 | 14,87 | 7,64 |
| 42 | Eastern Bengal—Rungpore-Dhubri, etc. . . . | 51 | 45,44 | 17,79 |
| 43 | Hyderabad-Balotra . . . . . | 75 | 31,51 | 19,39 |
| 44 | Khusalgarh-Kohat and Kohat-Thal . . . . | 105 | 34,48 | ... |
| 45 | Ghaziabad-Moradabad . . . . . | 87 | 82,71 | 57,41 |
| 46 | Indus Bridge . . . . . | ... | 31,01 | 28,49 |
| 47 | Agra-Delhi Chord . . . . . | 121 | 90,76 | 94 |
| 48 | Godavari Bridge . . . . . | ... | 59,70 | 52,54 |
| | Total—Lines under Construction by the State . | 479 | 3,90,48 | 1,84,20 |
| | Total—Lines under Construction . . | 3,119 | 35,07,14 | 22,75,01 |
| | Grand Total—Open Lines and Lines under Construction . . . . . | ... | ... | ... |

A—*contd.*

*Railways—1901-1902 to 1903-1904*—contd.

TING 000).

| Grants allotted during 1900-1901. | Proposed distribution of grants during— | | | Remarks. |
|---|---|---|---|---|
| | 1901-1902. | 1902-1903. | 1903-1904. | |
| Rs. | Rs. | Rs. | Rs. | |
| 4,04,57 | 4,59,97 | 4,58,78 | 4,08,82 | |
| 3,60,74 | 5,04,09 | 2,17,65 | 1,19,49 | |
| 75 | 1,57 | ... | ... | Opened for traffic. |
| 3,80 | 2,70 | ... | ... | |
| 4,55 | 4,27 | ... | ... | |
| 7,69 | 16 | ... | ... | Opened for traffic. |
| 21,59 | 42,22 | 6,70 | ... | To be completed 1902. |
| 3,98 | 18 | ... | ... | " " 1901. |
| 4,60 | 20,00 | ... | ... | |
| 19,16 | 1,44 | ... | ... | |
| —25 | 11 | ... | ... | |
| 12 | ... | ... | ... | |
| 4,00 | ... | ... | ... | |
| 60,89 | 64,11 | 6,70 | ... | |
| 4,26,18 | 5,72,47 | 2,24,35 | 1,19,49 | |
| 8,30,75 | 10,32,44 | 6,83,13 | 5,28,31 | |

Appendix A.
Important documents.

## Appendix A—*contd.*

*Statement of Forecast of Capital Expenditure on Railways—1901-1902 to 1903-1904*—concld.

(OMITTING 000).

| No. | Railway. | Proposed distribution of Grants during— 1901-02. | 1902-03. | 1903 04. | Remarks. |
|---|---|---|---|---|---|
| | ABSTRACT BY OPEN LINES AND CONSTRUCTION. | Rs. | Rs. | Rs. | |
| | I.—Capital for Open Lines. | | | | |
| | i. By State Agency | 1,26,98 | 98,34 | 68,58 | |
| | ii. By agency of Main Line Companies | 2,14,72 | 2,12,29 | 2,14,69 | |
| | iii. By „ „ old Guaranteed Companies | 43,31 | 88,95 | 79,77 | |
| | iv. By „ „ other Railway Companies | 74,96 | 59,20 | 45,78 | |
| | v. By „ „ Branch Companies | ... | ... | ... | |
| | Total Open Lines | 4,59,97 | 4,58,78 | 4,08,82 | |
| | II.—Capital for Lines under Construction by Companies. | | | | |
| | i. By agency of Main Line Companies | 2,38,35 | 55,18 | 44,49 | |
| | ii. By „ „ old Guaranteed Railway Companies | 28,00 | 65 | 1,00 | |
| | iii. By „ „ other Railway Companies | 2,37,74 | 1,61,82 | 74,00 | |
| | iv. By „ „ Branch Line Companies | 4,27 | ... | ... | |
| | Total Lines under Construction by Companies | 5,08,36 | 2,17,65 | 1,19,49 | |
| | III.—Capital for Lines under Construction by the State | 64,11 | 6,70 | ... | |
| | Grand Total | 10,32,44 | 6,83,13 | 5,28,31 | |
| | ABSTRACT SHOWING DISTRIBUTION BY FUNDS. | | | | |
| I.—From Imperial Funds. | (i) By State Agency. (a) Open Lines | 1,26,98 | 98,34 | 68,58 | |
| | (i) By State Agency. (b) Construction | 64,11 | 6,70 | ... | |
| | Total | 1,91,09 | 1,05,04 | 68,58 | |
| | (ii) By the Agency of Main Line Companies. (a) Open Lines | 2,14,72 | 2,12,29 | 2,14,69 | |
| | (ii) By the Agency of Main Line Companies. (b) Construction | 2,38,35 | 55,18 | 44,49 | |
| | Total | 4,53,07 | 2,67,47 | 2,59,18 | |
| | Total I | 6,44,16 | 3,72,51 | 3,27,76 | |
| II.—Against the Capital Accounts of the old Guaranteed Railway Companies. | (a) Open Lines | 43,31 | 88,95 | 79.77 | |
| | (a) Construction | 28,00 | 65 | 1,00 | |
| | Total II | 71,31 | 89,60 | 80,77 | |
| III.—Against the Capital Accounts of Indian Railway Companies other than the old Guaranteed Railway Companies. | (a) Open Lines | 74,96 | 59,20 | 45,78 | |
| | (b) Construction | 2,37,74 | 1,61,82 | 74,00 | |
| | Total III | 3,12,70 | 2,21,02 | 1,19 78 | |
| IV.—Against the Capital Accounts of Branch Line Companies which are in receipt of a firm Government Guarantee. | (a) Open Lines | ... | ... | ... | |
| | (b) Construction | 4,27 | ... | ... | |
| | Total IV | 4,27 | ... | ... | |
| | Total I to VI (a) Open Lines | 4,59,97 | 4,58,78 | 4,08,82 | |
| | Total I to VI (b) Construction | 5,72,47 | 2,24,35 | 1,19,49 | |
| | GRAND TOTAL | 10,32,44 | 6,83,13 | 5,28,31 | |

## Appendix A—*contd.*

# STATEMENT B.

*List of new lines to be taken up as funds permit with the estimated yearly provision required to ensure an economical rate of progress when once started.*

(OMITTING 000.)

| No. | Railway. | Length. | Estimated cost. | Approximate amount to be spent each year from commencement of work. | | | | Remarks. |
|---|---|---|---|---|---|---|---|---|
| | | | | First year. | Second year. | Third year. | Future years. | |
| | | Miles. | Rs. | Rs. | Rs. | Rs. | Rs. | |
| | CAPITAL FOR PROPOSED NEW LINES IN ORDER OF URGENCY. | | | | | | | |
| 1 | Coonoor-Ootacamund | 12 | 18,62 | 9,00 | 9,62 | ... | ... | |
| 2 | Godhra-Baroda Chord | 44 | 34,12 | 14,00 | 20,12 | ... | ... | |
| 3 | Quadrupling Eastern Bengal State Railway. | 26 | 50,36 | 25,00 | 25,36 | ... | ... | |
| 4 | Allahabad-Fyzabad | 97 | 1,23,69 | 31,00 | 31,00 | 30,00 | 31,69 | |
| 5 | Agra-Dehli Chord | 121 | 90,76 | 30,00 | 30,00 | 30,76 | ... | |
| 6 | Bara-Ajmer Marwar | 200 | 90,00 | 30,00 | 30,00 | 30,00 | ... | |
| 7 | Azhikhal-Mangalore | 78 | 1,08,62 | 36,00 | 36,00 | 36,62 | ... | |
| 8 | Burdwan-Howrah Chord | 42 | 56,33 | 30,00 | 26,33 | ... | ... | |
| 9 | Raipur-Vizianagram | 310 | 2,50,40 | 60,00 | 60,00 | 60,00 | 70,40 | |
| 10 | Gya-Katrasgarh | 108 | 1,26,29 | 50,00 | 50,00 | 26,29 | ... | |
| 11 | Bareilly-Soron | 63 | 53,60 | 30,00 | 23,60 | ... | ... | |
| 12 | Trichinopoly-Tirukoilur | 97 | 74,43 | 32,00 | 42,43 | ... | ... | |
| 13 | Nagda-Bara-Muttra | 355 | 3,50,69 | 90,00 | 90,00 | 90,00 | 80,69 | |
| 14 | Madras Famine Branches | 186 | 40,00 | 10,00 | 10,00 | 10,00 | 10,00 | |
| 15 | Nanjangode-Erode | 120 | 1,23,03 | 50,00 | 50,00 | 23,03 | ... | |
| 16 | Dhubri-Gauhati extension | 151 | 1,65,41 | 40,00 | 40,00 | 45,41 | 40,00 | |
| 17 | Bombay-Sind Connection | 360 | 3,24,00 | 90,00 | 90,00 | 90,00 | 54,00 | |

The amounts shown are liable to modification in cases where it may be found advisable to make a small grant in the first year to cover the cost of preparations for rapid progress in the next.

**Appendix A.**
Important documents.

## Appendix A—*contd.*

# STATEMENT C.

*Statement showing the Branch lines proposed or which are the subject of negotiations for construction under rebate terms.*

| No. | Name of railway. | Length. | Cost. | Remarks. |
|---|---|---|---|---|
| | | Miles. | Rs. | |
| 1 | Bhagulpur-Bausi-Baidyanath . | 69 | 65,31,000 | Negotiations concluded. |
| 2 | Kurnool Road-Kurnool . . . | 32 | 9,88,000 | |
| 3 | Bezwada-Masulipatam . . . | 50 | 53,50,000 | |
| 4 | Amritsar-Tarn-Taran Patti . . | 30 | 17,24,300 | |
| 5 | Sabarmati-Dholka . . . . | 33 | 13,08,000 | |
| 6 | Raichur-Wondalli . . . . | 43 | 12,53,800 | |
| 7 | Tilagaon-Sylhet . . . . | 39 | 38,00,000 | Negotiations in progress. |
| 8 | Akhaura-Bhairab Bazar . . . | 19 | 16,18,000 | |
| 9 | Fatehpur-Markundi . . . | 61 | 42,70,000 | |
| 10 | Chandipur-Taki . . . . | 38 | 20,00,000 | |
| 11 | Laksam-Noakhalli-Ichakhali . . | 39 | 23,40,000 | |

Branch lines without a guarantee or rebate.

| | | | | |
|---|---|---|---|---|
| 12 | Hooghly-Cutwa . . . . | 65 | 63,11,900 | Negotiations in progress. |
| 13 | Burdwan-Cutwa . . . . | 34 | 8,11,300 | |
| 14 | Ranaghat-Ganges-Kathihar . . | 290 | 4,70,00,000 | Concession granted. |

## Appendix A—*contd.*

## STATEMENT D.

*New Railway Projects started as Famine Relief Works.*

| Railway. | Length. | Estimated cost. | WORK DONE. | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Earth-work. | | | Ballast. | | | |
| | | | Quantity. | Rate per 1,000 c. ft. | Value. | Quantity. | Rate per 1,000 c. ft. | Value. |
| | Miles. | Rs. | C. ft. | Rs. A. | Rs. | C. ft. | Rs. A. P. | Rs. |
| Bombay— | | | | | | | | |
| Sabarmati-Dholka (metre gauge). | 33·00 | 13,07,966 | 13,222,509 | 3 8 | 46,278 | ... | ... | ... |
| Baroda-Godhra Chord (5′6″ gauge) | 45·00 | 34,12,000 | 17,418,373 | 3 8 | 60,965 | 2,320 | 2 0 0 | 46 |
| Barsi-Tadwala extension, Barsi Light railway (2′ 6″ gauge) | 28·00 | 11,09,350 | 16,273,049 | 3 8 | 56,955 | ... | ... | ... |
| Deesa-Tharad (metre gauge) | 62·00 | 17,36,000 | 10,980,330 | 3 8 | 38,431 | 1,169,900 | 2 0 0 | 23,398 |
| Miyagaum Sinor (2′ 6″ gauge) | 18·00 | 5,76,032 | 4,124,314 | 3 8 | 14,435 | ... | ... | ... |
| Vijapur-Kalol-Kadi (metre gauge) | 41·80 | 13,97,622 | 24,633,090 | 3 8 | 86,215 | ... | ... | ... |
| Dhrangadra-Mallia (metre gauge) | 49·56 | 16,63,800 | 27,100,000 | 3 8 | 94,850 | 200,000 | 2 0 0 | 4,000 |
| Manund Road Bechraji (metre gauge). | 24·92 | 10,19,601 | 3,525,000 | 4 0 | 14,100 | ... | ... | ... |
| Bahadurpur-Songhir (2′ 6″ gauge) | 9·45 | 4,57,505 | 125,000 | 5 0 | 625 | ... | ... | ... |
| Padra Ranu extension, Vishvamitra-Padra railway (2′ 6″ gauge) | 4·25 | 1,11,660 | 300,000 | 3 8 | 1,050 | ... | ... | ... |
| Panjab— | | | | | | | | |
| Agra-Delhi chord (5′ 6″ gauge) | 121·16 | 90,76,346 | 17,650,000* | 3 8 | 61,775 | 120,200 | 1 2 9 | 1,413 |
| Rewari-Phulera (metre gauge) | 133·00 | 36,36,700 | 82,000,000 | 2 7 | 2,02,000 | 735,135 | 1 8 0 | 11,037 |
| Rajputana (Ajmer-Marwar)— | | | | | | | | |
| Bara-Ajmer-Marwar (metre gauge). | 200·71 | 89,96,247 | 92,803,355 | 4 7 | 4,12,832 | 985,631 | 1 5 0 | 13,025 |
| Nasirabad-Kekri Sawar (metre gauge). | 49·00 | 21,95,278 | 12,975,150 | 3 4 | 50,388 | 190,092 | 1 8 0 | 2,851 |
| Tonk-Jeharpur (metre gauge) | 70·85 | 31,62,877 | 5,217,723 | 3 4 | 17,226 | 51,596 | 1 5 0 | 678 |
| Central Provinces— | | | | | | | | |
| Satpura (2′ 6″ gauge) | 252·67 | 85,10,901 | 29,570,506 | 4 0 | 1,18,282 | 2,096,732 | 1 2 9 | 35,264 |
| Raipur-Vizianagram (5′ 6″ gauge) | 310·62 | 2,50,42,336 | 3,300,000 | 4 0 | 13,200 | 140,927 | 2 0 0 | 2,818 |
| Bilaspur-Mungeli (5′ 6″ gauge) | 32·00 | 22,40,000 | 13,199,319 | 4 0 | 52,797 | 590,975 | 2 0 0 | 11,819 |
| Hyderabad (Berars)— | | | | | | | | |
| Khandwa-Akola-Basim (metre gauge). | 171·96 | 1,16,12,749 | 31,847,442 | 3 8 | 1,11,466 | 738,273 | 1 2 9 | 14,082 |
| Kamgaon-Jalna (2′ 6″ gauge) | 93·55 | 26,41,601 | 21,341,574 | 3 8 | 74,694 | 832,115 | 2 0 0 | 16,642 |
| | | | | | 15,28,564 | | | 1,37,973 |

* Work done on 53·50 miles in the Punjab and nothing in the North-Western Provinces and Oudh.

Note.—Of the lines shewn in Appendix C to the memorandum, dated 21st March 1900, famine relief work, though sanctioned was not actually undertaken on the following:—

" Gaekwar's Mehsana railway, Kheralu-Dhabora extension.
Nadied-Kapadvanj.
Velachha-Kanarar-Kasomba.
Jamnagar-Sataya.
Gwalior-Sabalgarh.
Meerut-Gurhmucktessar.
Madhopur-Sikar Branch.
Jech-Bar.
Dholia-Vankanor-Rajkot.

# Appendix A—*contd.*

## STATEMENT E.

*Memorandum on the construction of railways.*

| | | Miles. | Miles. |
|---|---|---|---|
| (i) | East Indian | 1,836·15 | |
| | Bengal Central (*a*) | 125 01 | |
| | Bengal-Nágpur | 1,190·16 | |
| | Indian Midland | 796·25 | |
| | Bhopal-Itársi (*British section*) | (*b*) 13·11 | 4,312·72 |
| | Godhra-Rutlam-Nágdá | (*c*) 141·14 | |
| | Wardha Coal | (*d*) 44·88 | |
| | Dhond-Manmád | (*d*) 145·44 | |
| | Bezwada extension (East Coast State) | (*e*) 20·58 | |
| (ii) | North-Western | (*f*) 2,953,80 | |
| | Hyderabad-Shadipalli | (*g*) 58·91 | |
| | Oudh and Rohilkhand | 950·76 | |
| | Eastern Bengal | 268·04 | 5,043·29 |
| | Calcutta Port Commissioners' | 8·53 | |
| | East Coast, including Bezwada-Madras | (*h*) 803·25 | |
| (iii) | Great Indian Peninsula | 1,307·00 | |
| | Bombay, Baroda and Central India | 460·90 | 2,612·13 |
| | Madras | 844·23 | |
| (iv) | Delhi-Umballa-Kálka | (*i*) 162·24 | |
| | Tarkessur | (*i*) 22·23 | |
| | South Behar (Luckeeserai-Gya | (*i*) 78·83 | |
| | Southern Punjab (*Delhi Samasata*) | (*g*) 423·72 | 874·84 |
| | Hadwar-Dehra | (*j*) 32·05 | |
| | Tápti Valley | (*c*) 155·77 | |
| (v) | Khámgaon | (*d*) 7·55 | |
| | Amráoti | (*d*) 5·44 | |
| | Bina-Goona-Bárán | (*b*) 145·21 | |
| | Bhopal-Ujjain | (*b*) 113·27 | |
| | Bhopal-Itarsi (*Native state section*) | (*b*) 44·28 | 703·55 |
| | The Nizam's Guaranteed State | (*k*) 330·13 | |
| | Nágdá-Ujjain | (*c*) 34·32 | |
| | The Geakwar's Petlád | (*c*) 13·35 | |
| | Kolar Gold-fields | (*l*) 10·00 | |
| (vi) | Rajpura-Bhatindá | (*g*) 107·05 | 122·97 |
| | Jammu and Kashmir (Native State section) | (*g*) 15·92 | |
| (viii) | Bengal and North-Western— | | |
| | Tirhoot section | 414·97 | |
| | Company's section (*m*) | 743·00 | |
| | Lucknow-Bareily section (Rohilkund and Kumaon) | 231·17 | |
| | Rajputana-Malwa | (*c*) 1,674·57 | |
| | Pálanpur-Deesa | (*c*) 17·28 | |
| | Southern Mahratta | 1,042·04 | |
| | Guntákal-Mysore frontier | (*n*) 119·50 | 7,051·88 |
| | Mysore section (Southern Mahratta) | 295·00 | |
| | South Indian | 1,030·53 | |
| | Máyavaram-Mutupet | (*o*) 54·08 | |
| | Assam-Bengal | 435·45 | |
| | Burma | 993·29 | |
| (viii) | Eastern Bengal— | | |
| | Northern and Behar sections (*including the Kaunia-Dharlla, 2′ 6″ gauge, branch*) | 479·11 | |
| | Dacca section | 85·92 | 644·63 |
| | Cawnpore-Burhwal (*metre gauge link*) | (*p*) 79·60 | |
| (ix) | Deoghur | 4·79 | |
| | Brahmaputra-Soltanpur | (*q*) 24·50 | |
| | Mymensingh-Jamalpur-Jagannathganj | (*q*) 53·37 | |
| | Rohilkund and Kumaon (*Company's section*) | 53·92 | |
| | Segowlie-Raxaul | (*r*) 18·09 | |
| | Bengal-Dooars | 36·40 | 347·56 |
| | Dibru-Sadiya | 77·50 | |
| | Ledo and Tikak-Margherita Colliery | (*s*) 7·50 | |
| | Ahmedabad-Parántij | (*c*) 54·59 | |
| | Nilgiri | (*t*) 16·90 | |
| (x) | The Gaekwars' Mehsana | (*c*) 92·63 | |
| | Hyderabad-Godavári Valley | (*g*) 154·23 | |
| | Kolháp ur | (*n*) 29·07 | |
| | Yesvantpur-Mysore frontier | (*n*) 51·35 | 381·58 |
| | Mysore Nanjangud | (*n*) 15·80 | |
| | Birur-Shimoga | 38·50 | |
| (xi) | Jodhpur-Bikaner | 475·50 | |
| | Udaipur-Chitor | 67·30 | |
| | Bhávnagar-Gondal-Junagad-Porbandar | (*u*) 333·84 | |
| | Jetalsar-Rajkot | (*v*) 46·23 | 997·98 |
| | Jamnagar | (*v*) & (*w*) 54·28 | |
| | Dharangadá | (*v*) 20·83 | |
| (xii) | West of India Portuguese | 51·00 | |
| | Pondicherry | (*o*) 7·80 | 73·25 |
| | Karaikkal-Peralam | (*o*) 14·45 | |
| (xiii) | Jorhat (2′ 0″) | 28·00 | |
| | Cherra-Companyganj (2′ 6″) | (*x*) 8 00 | 36·00 |
| (xiv) | Darjeeling Himalayan (2′ 0″) | 51·00 | |
| | Bársi Light (2′ 6″) | 21·59 | |
| | Howrah-Amta (2′ 0″) | 28·69 | |
| | Howrah-Sheakhalla 2′ 0″ | 19·75 | 192·40 |
| | Ranaghat-Krishnagar (2′ 6″) | 20·25 | |
| | Tárakeshwar-Magra (2′ 6″) | 31·12 | |
| | Tezpur-Balipara (2′ 6″) | 20·00 | |
| (xv) | Gwalior Light (2′ 0″) | (*b*) 126·14 | |
| | The Geakwar's Dabhoi (2′ 6″) | (*c*) 78·80 | 242·31 |
| | Rajpipla (2′ 6″) | (*c*) 37·37 | |
| (xvi) | Cooch Behar (2′ 6″) | (*q*) 33·62 | |
| (xvii) | Morvi (2′ 6″) | 93·07 | |

At the commencement of 1900-01, *i.e.*, on the 1st April 1900, the total length of railways open for traffic was 23,763·78 miles, made up as follows:—

| | | Miles. | Miles. |
|---|---|---|---|
| *Standard gauge*— | | | |
| (i) | State lines worked by companies | 4,312·72 | |
| (ii) | State lines worked by the State | 5,043·29 | |
| (iii) | Guaranteed companies | 2,612·13 | |
| (iv) | Assisted companies | 874·84 | |
| (v) | Lines owned by native states and worked by companies | 703·55 | |
| (vi) | Lines owned by native states and worked by State railway agency | 122·97 | |
| | | | 13,669·50 |
| *Metre gauge*— | | | |
| (vii) | State lines worked by companies | 7,051·88 | |
| (viii) | State lines worked by the State | 644·63 | |
| (ix) | Assisted companies | 347·56 | |
| (x) | Lines owned by native states and worked by companies | 381·58 | |
| (xi) | Lines owned and worked by native states | 997·98 | |
| (xii) | Foreign lines | 73·25 | |
| | | | 9,496·88 |
| *Special gauges*— | | | |
| (xiii) | State lines worked by the State | 36·00 | |
| (xiv) | Assisted companies | 192·40 | |
| (xv) | Lines owned by native states and worked by companies | 242·31 | |
| (xvi) | Lines owned by native states and worked by State railway agency | 33·62 | |
| (xvii) | Lines owned and worked by native states | 93·07 | |
| | | | 597·40 |
| TOTAL | | | 23,763·78 |

(*a*) Although for convenience classed amongst State railways, this line is the property of the Bengal Central Railway Company.
(*b*) Worked by the Indian Midland Railway Company.
(*c*) Worked by the Bombay, Baroda and Central India Railway Company.
(*d*) Worked by the Great Indian Peninsula Railway Company.
(*e*) Although forming an integral part of the East Coast State railway, this line is shown separately as it is worked by the Nizam's Guaranteed State Railways Company.
(*f*) Including 6·12 miles of military line not used for public traffic.
(*g*) Worked by the North-Western State railway.
(*h*) Including 2·66 miles mixed-gauge and 0·33 mile metre gauge.
(*i*) Worked by the East Indian Railway Company.
(*j*) Worked by the Oudh and Rohilkhand State railway.
(*k*) Including 2·19 miles, Trimulgherry troop siding, constructed but not used for ordinary public traffic.
(*l*) Worked by the Madras Railway Company.
(*m*) Although for convenience classed amongst State railways, this line is the property of the Bengal and North-Western Railway Company.
(*n*) Worked by the Southern Mahratta Railway Company.
(*o*) Worked by the South Indian Railway Company.
(*p*) Excluding 3·66 miles of the Lucknow-Bareilly railway between Daliganj and Aishbagh but including the length, Bara Bankt to Burhwal 16·70 miles, and the length over Cawnpore bridge 0·59 mile laid on a mixed gauge.
(*q*) Worked by the Eastern Bengal State railway.
(*r*) Worked by the Bengal and North-Western Railway Company.
(*s*) Worked by the Assam Railways and Trading Company.
(*t*) Worked by His Highness the Nizam's Guaranteed State Railways Company.
(*u*) Including 4·50 miles of Bhávnagar Dock estates and Junágad quarry lines.
(*v*) Worked by the Bhávnagar-Gondal-Junágad-Porbandar railway.
(*w*) Including 3·99 miles of Bedi-Bandar Dock estate sidings.
(*x*) Closed for traffic from 25th March 1900.

## Appendix A—*contd.*

2. And the mileage under construction or sanctioned for construction on the same date was 3,018·03 miles, as follows:—

| | Miles. | Miles. |
|---|---|---|
| *Standard gauge*— | | |
| (i) State lines worked by companies | 431·35 | |
| (ii) State lines worked by the State | 171·90 | |
| (iii) Guaranteed companies | 109·87 | |
| (iv) Assisted companies | 0·79 | |
| (v) Lines owned by native states and worked by companies | 20·75 | |
| (vi) Lines owned by native states and worked by State railway agency | 79·61 | |
| | | 814·27 |
| *Metre gauge*— | | |
| (vii) State lines worked by companies | 1,009·06 | |
| (viii) State lines worked by the State | 132·19 | |
| (ix) Assisted companies | 151·56 | |
| (x) Lines owned by native states and worked by companies | 382·39 | |
| (xi) Lines owned and worked by native states | 307·85 | |
| | | 1,983·05 |
| *Special gauges*— | | |
| (xii) State lines worked by companies | 55·73 | |
| (xiii) State lines worked by the State | 41·90 | |
| (xiv) Assisted companies | 91·16 | |
| (xv) Lines owned by native states and worked by companies | 31·81 | |
| (xvi) Lines owned by native states and worked by State railway agency | 0·11 | |
| | | 220·71 |
| TOTAL | | 3,018·03 |

There was thus a grand total of railways completed and in hand, on the 1st April 1900, of miles . . . 26,781·81

| | | | Miles. | Miles. | Miles. |
|---|---|---|---|---|---|
| (i) | East Indian— | | | | |
| | | Shikohabad to Farukhabad | (a) 65·82 | | |
| | | Bárun to Daltonganj | 78·32 | 154·37 | |
| | | Sitarampore to Domohani | 6·99 | | |
| | | Pandra branch of Jherriah extension | 3·24 | | |
| | Bengal Central— | | | | |
| | | Dum-Dum Cantonment to Pattipooker | | 2·68 | 431·35 |
| | Bengal-Nágpur— | | | | |
| | | Kola riverside to Howrah | 36·50 | | |
| | | Cossye to Midnapore | 2·25 | 153·14 | |
| | | Midnapore to Bujudih | (a) 114·39 | | |
| | Agra-Delhi chord | | | (a) 121·16 | |
| (ii) | North-Western— | | | | |
| | | Toba Tek Singh to Khanewal | 57·00 | | |
| | | Kotri to Hyderabad | 5·30 | 74·30 | |
| | | Peshawar to Jumrood | 12·00 | | |
| | Oudh and Rohilkhand— | | | | 171·90 |
| | | Ghaziabad to Moradabad | | 87·05 | |
| | Eastern Bengal— | | | | |
| | | Panchoorria to the Ganges | | 6·00 | |
| | East Coast— | | | | |
| | | Godavari bridge | | 4·55 | |
| (iii) | Great Indian Peninsula— | | | | |
| | | Chalisgaon to Dhulia | 34·84 | | |
| | | Dharangaon to Amalner | 15·28 | 50·12 | |
| | Madras— | | | | 109·87 |
| | | Calicut to Azhikal | | 59·75 | |
| (iv) | Southern Punjab (*Delhi Samasata*)— | | | | |
| | | Delhi Brewery to Delhi | | | 0·79 |
| (v) | Petlad-Cambay | | | | 20·75 |
| (vi) | Ludhiána-Dhuri-Jakhal | | | | 79·61 |
| (vii) | Bengal and North-Western— | | | | |
| | Tirhoot section— | | | | |
| | | Hajeepur to Bachhwara | 44·25 | | |
| | | Thana Bihpur to Katihar | 52·83 | | |
| | | Sakri to Jainagar | (a) 30·47 | 160·55 | |
| | Company's section— | | | | |
| | *Ganges-Gogra Doab lines*— | | | | |
| | | Azamgarh to Shahganj | (a) 33·00 | | |
| | South Indian— | | | | |
| | | Madura to Toni Tarai | 94·00 | | |
| | | Tinnevelly-Quilon (Travancore) branch (British section) | 46·47 | 140·47 | |
| | Assam-Bengal— | | | | 1,009·06 |
| | | Damchara to Makum | | 300·31 | |
| | Burma— | | | | |
| | | Sedaw to the right bank of the Salween river | 217·72 | | |
| | | Sagaing to Alon | 71·00 | 407·73 | |
| | | Bassein *viâ* Henzada to Letpadan | 119·01 | | |
| (viii) | Eastern Bengal— | | | | |
| | | Teesta bridge at Kaunia | 4·87 | | |
| | | Moghalhat to Dhubri | 33·83 | | |
| | | Alipur-Duar to Jainti (Cooch Behar Santrabari extension, British section, 2′ 6″ gauge) | 19·44 | 63·14 | 132·19 |
| | Shadipalli-Baiotra (British section)— | | | | |
| | | Shadipalli to Jodhpur frontier | | 69·05 | |
| (ix) | Brahmaputra-Sultanpur— | | | | |
| | | Bogra to Kaliganj | | 35·00 | |
| | Bengal Dooars— | | | | 151·56 |
| | | Mal to Hantupara | 44·00 | | |
| | | Dam Dim to Bagrakote | 6·76 | 116·56 | |
| | | Barnesghat to Lalmanir Hat | 65·80 | | |
| (x) | Hyderabad-Godávari Valley— | | | | |
| | | Sailu to Secunderabad | | 230·93 | |
| | | Vijapur-Kalol | | 29·60 | |
| | | Shoranur-Cochin | | 65·00 | 382·39 |
| | | Tinnevelley-Quilon (Travancore) branch (Native state section) | | 56·86 | |
| (xi) | Jodhpur-Bikaner— | | | | |
| | Jodhpur section— | | | | |
| | | Barmer to Jodhpur frontier | 75·00 | | |
| | Bikaner section— | | | | |
| | | Dulmera to Bhatinda | 160·00 | 235·00 | |
| | Jaipur— | | | | 307·85 |
| | | Sanganer to Siwai-Madhopur | | 72·85 | |
| (xii) | Raipur-Dhamtari branch (Bengal-Nagpur) (2′ 6″)— | | | | |
| | | Raipur to Dhamtari | | 45·45 | |
| | | Abhampur to Rajim | | 10·28 | 55·73 |
| (xiii) | North-Western— | | | | |
| | | Nowshera to Dargai (2′ 6″) | | | 41·90 |
| (xiv) | Bársi Light (2′ 6″)— | | | | |
| | | Barsi Road to Pandharpur | (a) 33·16 | | |
| | Kalka-Simla | | 58·00 | | 91·16 |
| (xv) | Rewah— | | | | |
| | | Rewah to Sutna | | | (a) 31·81 |
| (xvi) | Cooch Behar (2′ 6″)— | | | | |
| | | Torsa bridge and approaches | | | 0·11 |

(a) Commencement of work not yet authorized.

**Appendix A.**
Important documents.

## Appendix A—*contd.*

| | | Miles. | Miles. | Miles. |
|---|---|---|---|---|
| (i) | Lucknow-Bareilly section (Rohilkund and Kumaon)<br>Dudwa to Mohan river | | 5·96 | |
| | Mayavaram Mutupet—<br>Mutupet to Arantangi | | 45·38 | 51·34 |
| (ii) | Bengal-Nagpur—<br>Jubbulpore to Gondia (2′ 6″) | | 143·43 | |
| | Neinpur to Mandla | | 31·75 | |
| | Neinpur to Seoni | | 47·13 | |
| | Seoni to Chinuwara | | 40·36 | 252·67 |
| (iii) | North Western—<br>Khusalgarh-Kohat-Thal (2′ 6″) | | | 88·12 |
| (iv) | East Indian—<br>Pandra branch of the Jherriah extension | | 3·24 | |
| | Bengal-Nagpur—<br>Kola riverside to Howrah | | 36·50 | 39·74 |
| (v) | North Western—<br>Toba Tek Singh to Khanewal | 57·00 | | |
| | Kotri to Hyderabad | 5·30 | | |
| | Peshawar to Jumrood | 12·00 | 74·30 | |
| | Oudh and Rohilkhand—<br>Moradabad to Ghaziabad | | 87·05 | |
| | Eastern Bengal—<br>Pancheoria to the Ganges | | 6·00 | |
| | East Coast—<br>Godavari bridge at Rajahmundry and approaches | | 4·55 | 171·90 |
| (vi) | Great Indian Peninsula—<br>Dharangaon to Amalner | | 15·28 | |
| | Chalisgaon to Dhulia | | 34·84 | 50·12 |
| (vii) | Ludhiana-Dhuri-Jakhal | | | 79·61 |
| (viii) | Bengal and North-Western—<br>Tirhoot section—<br>Hajeepore to Bachhwara | 44·25 | | |
| | Thana Bihpur to Katihar | 52·83 | 79·08 | |
| | Assam-Bengal—<br>Lumding to Nazira | | 142·00 | |
| | Burma—<br>Sedaw to Nawnghkio | 60·00 | | |
| | Sagaing to Alon | 71·00 | 131·00 | |
| | Shadipalli-Salotra (British section)<br>Shadipalli to Jodhpur frontier† | | 69·05 | 439·13 |
| (ix) | Eastern Bengal—<br>Teesta bridge at Kaunia and approaches (2′ 6″) | | 4·87 | |
| | Cooch Behar-Santrabari extension (British section)<br>Alipur Duar to Jaintl | | 18·22* | 23·09 |
| (x) | Brahmaputra-Sultanpur—<br>Bogra to Fulchhari | | 35·00 | |
| | Bengal Dooars—<br>Dam Dim to Bagrakote | 6·76 | | |
| | Barnes Junction to Laimanir Hat | 65·80 | 72·56 | 107·56 |
| (xi) | Hyderabad-Godavari Valley—<br>Sailu to Purbhani | 26·00 | | |
| | Secunderabad to Purbhani | 204·93 | | 230·93 |
| (xii) | Jodhpur-Bikaner—<br>Jodhpur section—<br>Barmer to Jodhpur frontier | | 75·00 | |
| | Bikaner section—<br>Dulmera to Suratgarh | | 72·00 | 147·00 |
| (xiii) | Raipur-Dhamtari branch (Bengal-Nagpur) (2′ 6″)—<br>Raipur to Dhamtari | | 45·45 | |
| | Abhanpur to Rajim | | 10·28 | 55·73 |
| (xiv) | North Western—<br>Nowshera to Dargai | | | 41·90 |
| (xv) | Cooch Behar—<br>Torsa bridge and approaches | | | 0·11 |

3. During 1900-1901, *i.e.*, from 1st April 1900 to 31st March 1901, 392·13 miles of new railway have been authorized as follows :—

| | Miles. | Miles. |
|---|---|---|
| *Metre gauge*— | | |
| (i) State lines worked by companies | 51·34 | 51·34 |
| *Special gauges*— | | |
| (ii) State lines worked by companies | 252·67 | |
| (iii) State lines worked by the State | 88·12 | 340·79 |
| TOTAL | | 392·13 |

And 1,386·82 miles have been or are likely to be opened to public traffic as follows :—

| | Miles. | Miles. |
|---|---|---|
| *Standard gauge.*— | | |
| (iv) State lines worked by companies | 39·74 | |
| (v) State lines worked by the State | 171·90 | |
| (vi) Guaranteed companies | 50·12 | |
| (vii) Lines owned by native states and worked by State railway agency | 79·61 | 341·37 |
| *Metre gauge*— | | |
| (viii) State lines worked by companies | 439·13 | |
| (ix) State lines worked by the State | 23·09 | |
| (x) Assisted companies | 107·56 | |
| (xi) Lines owned by native states and worked by companies | 230·93 | |
| (xii) Lines owned and worked by native states | 147·00 | 947·71 |
| *Special gauges*— | | |
| (xiii) State lines worked by companies | 55·73 | |
| (xiv) State lines worked by the State | 41·90 | |
| (xv) Lines owned by native states and worked by State railway agency | 0·11 | 97·74 |
| TOTAL | | 1,386·82 |

* Correction of mileage.
† Worked by the administration of the Jodhpur Bikaner railway.

# Appendix A—*contd.*



4. The total length of open line at the commencement of 1901-1902, *i.e.*, on the 1st April 1901, will, therefore, be 25,155·70 miles, comprising—

| | Miles. | Miles. |
|---|---|---|
| *Standard gauge—* | | |
| (i) State lines worked by companies | 6,517·38 | |
| (ii) State lines worked by the State | 4,435·47 | |
| (iii) Guaranteed companies | 1,305·13 | |
| (iv) Assisted companies | 874·84 | |
| (v) Lines owned by native states and worked by companies | 703·55 | |
| (vi) Lines owned by native states and worked by state railway agency | 202·58 | |
| | | 14,038·95 |
| *Metre gauge—* | | |
| (vii) State lines worked by companies | 7,466·03 | |
| (viii) State lines worked by the state | 667·72 | |
| (ix) Assisted companies | 455·12 | |
| (x) Lines owned by native states and worked by companies | 612·51 | |
| (xi) Lines owned and worked by native states | 1,144·98 | |
| (xii) Foreign lines | 73·25 | |
| | | 10,419·61 |
| *Special gauges—* | | |
| (xiii) State lines worked by companies | 55·73 | |
| (xiv) State lines worked by the State | 79·90 | |
| (xv) Assisted companies | 192·40 | |
| (xvi) Lines owned by native states and worked by companies | 242·31 | |
| (xvii) Lines owned by native states and worked by State railway agency | 33·73 | |
| (xviii) Lines owned and worked by native states | 93·07 | |
| | | 697·14 |
| TOTAL | | †25,155·70 |

| | | Miles. | Miles. |
|---|---|---|---|
| (i) | East Indian | 1,839·39 | 6,517·38 |
| | Bengal Central (*a*) | 125·01 | |
| | Bengal-Nágpur including Barang-Waltair section of the East Coast State | (*b*) 1,539·46 | |
| | Indian Midland | (*c*) 796·25 | |
| | Great Indian Peninsula | (*d*) 1,357·12 | |
| | Bhopal-Itarsi (*British section*) | (*e*) 13·11 | |
| | Godhra-Rutlam-Nágdá | (*e*) 141·14 | |
| | Wardha Coal | (*f*) 44·88 | |
| | Dhond-Manmad | (*f*) 145·44 | |
| | Bezwada extension (East Coast State) | (*g*) 20·58 | |
| | Washermenpet-Vizagapatam section, East Coast State | (*h*) 495·00 | |
| (ii) | North-Western, including Ferozepore Kot-Kapura section | (i) 3,056·18 | 4,435·47 |
| | Hyderabad-Shadipalli | (*j*) 58·91 | |
| | Oudh and Rohilkhand | 1,037·81 | |
| | Eastern Bengal | 274·04 | |
| | Calcutta Port Commissioners | 8·53 | |
| (iii) | Bombay, Baroda and Central India | 460·90 | 1,305·13 |
| | Madras | 844·23 | |
| (iv) | Delhi-Umballa-Kalka | (*k*) 162·24 | 874·84 |
| | Tarkessur | (*k*) 22·23 | |
| | South Behar (*Luckeeserai-Gya*) | (*k*) 78·83 | |
| | Southern Punjab (*Delhi Samasata*) | (*j*) 423·72 | |
| | Hardwar-Dehra | (*l*) 32·05 | |
| | Tapti Valley | (*e*) 155·77 | |
| (v) | Khamgaon | (*f*) 7·55 | 703·55 |
| | Amraoti | (*f*) 5·44 | |
| | Bina-Goona-Baran | (*c*) 145·21 | |
| | Bhopal-Ujjain | (*c*) 113·27 | |
| | Bhopal-Itarsi (*Native state section*) | (*c*) 44·28 | |
| | The Nizams' Guaranteed State | (*m*) 330·13 | |
| | Nágdá-Ujjain | (*e*) 34·32 | |
| | The Gaekwar's Petlad | (*e*) 13·35 | |
| | Kolar Gold-fields | (*f*) 10·00 | |
| (vi) | Rajpura Bhatinda | (*j*) 107·05 | 202·58 |
| | Jammu and Kashmir (*Native state section*) | (*j*) 15·92 | |
| | Ludhiana-Dhuri Jakhal | (*j*) 79·61 | |
| (vii) | Bengal and North-Western— | | 7,466·03 |
| | Tirhoot section | 512·05 | |
| | Company's section (*n*) | 743·00 | |
| | Lucknow-Bareilly section (Rohilkund and Kumaon) | 231·17 | |
| | Rajputana-Malwa | (*e*) & (*o*) 1,646·49 | |
| | Palanpur-Deesa | (*e*) 17·28 | |
| | Southern Mahratta | 1,042·04 | |
| | Guntakal-Mysore frontier | (*p*) 119·50 | |
| | Mysore section (Southern Mahratta) | 296·00 | |
| | South Indian | *1,033·63 | |
| | Mayavaram-Mutupet | (*q*) 54·08 | |
| | Assam-Bengal | 577·45 | |
| | Burma | 1,124·29 | |
| | Shadipalli-Balotra (British section)— | | |
| | Shadipalli to Jodhpur frontier | (*s*) 69·05 | |
| (viii) | Eastern Bengal— | | 667·72 |
| | Northern and Behar sections *including the Kaunia-Dharlla 2′ 6″ gauge branch and British section, Cooch Behar-Santraabari extension 2′ 6″ gauge* | 502·20 | |
| | Dacca section | 85·92 | |
| | Cawnpore-Burhwal (*Metre gauge link*) | (*r*) 79·00 | |
| (ix) | Deoghur | 4·79 | 455·12 |
| | Brahmaputra-Sultanpur | (*t*) 59·30 | |
| | Mymensingh-Jamalpur-Jaggannathganj | (*t*) 53·32 | |
| | Rohilkund and Kumaon (*Company's section*) | 108·96 | |
| | Bengal Dooars | 53·92 | |
| | Dibru-Sadiya | 77·50 | |
| | Ledo and Tikak-Margherita Colliery | (*u*) 7·50 | |
| | Ahmedabad-Parantij | (*e*) 54·59 | |
| | Segowlie-Raxaul | (*v*) 18·09 | |
| | Nilgiri | (*h*) 16·90 | |
| (x) | The Gaekwar's-Mehsana | (*e*) 92·63 | 612·51 |
| | Hyderabad-Godavari Valley | (*g*) 385·16 | |
| | Kolhápur | (*p*) 29·07 | |
| | Yesvantpur-Mysore frontier | (*p*) 51·35 | |
| | Mysore-Nanjangúd | (*p*) 15·80 | |
| | Birur-Shimoga | (*p*) 38·50 | |
| (xi) | Jodhpur-Bikaner | 622·50 | 1,144·98 |
| | Udaipur-Chitor | 67·30 | |
| | Bhávnagar Gondal-Junágad-Porbandar | (*w*) 333·84 | |
| | Jetalsar-Rajkot | (*x*) 46·23 | |
| | Jámnagar | (*x* & *y*) 54·28 | |
| | Dhrángadrá | (*z*) 20·83 | |
| (xii) | West of India Portuguese | 51·00 | 73·25 |
| | Pondicherry | (*q*) 7·80 | |
| | Karaikkal-Peralam | (*q*) 14·45 | |
| (xiii) | Bengal Nágpur— | | 55·73 |
| | Raipura Dhamtari branch (2′ 6″) | | |
| (xiv) | Jorhat (2′ 0″) | * 30·00 | 79·90 |
| | Cherra-Companyganj (2′ 6″) | (*z*) 8·00 | |
| | North Western— | | |
| | Nowshera to Dargai (2′ 6″) | 41·90 | |
| (xv) | Darjeeling-Himalayan (2′ 0″) | 51·00 | 192·40 |
| | Barsi Light (2′ 6″) | 21·59 | |
| | Howrah-Amta (2′ 6″) | 28·6 | |
| | Howrah Sheakhalla (2′ 0″) | 19·75 | |
| | Ranaghat Krishnagar (2′ 6″) | 20·25 | |
| | Tarakeshwar-Magra (2′ 6″) | 31·12 | |
| | Tezpur-Balipara (2′ 6″) | 20·00 | |
| (xvi) | The Gaekwar's Dabhoi (2′ 6″) | (*c*) 78·80 | 242·31 |
| | Rajpipla (2′ 6″) | (*e*) 37·37 | |
| | Gwalior Light (2′ 0″) | (*e*) 126·14 | |
| (xvii) | Cooch Behar (2′ 6″) | | (*t*) 33·73 |
| (xviii) | Morvi (2′ 0″) | | 93·07 |

(*a*) Although for convenience classed amongst State railways, this line is the property of the Bengal Central Railway Company.
(*b*) The working of the Barang-Waltair Section of the East Coast State railway was transferred to the Bengal-Nágpur Railway Company from 1st January 1901.
(*c*) Being worked by the Great Indian Peninsula Railway Company from 1st January 1901.
(*d*) Purchased by the State from 1st July 1900 and worked by the Great Indian Peninsula Railway Company.
(*e*) Worked by the Bombay, Baroda and Central India Railway Company.
(*f*) Worked by the Great Indian Peninsula Railway Company.
(*g*) Worked by H. H. the Nizam's Guaranteed State Railways Company.
(*h*) Worked by the Madras Railway Company.
(*i*) Including 6·12 miles of military line not used for public traffic, and also 28·08 miles of line between Ferozepore and Kot Kapura transferred from Rajputana-Malwa railway.
(*j*) Worked by the North Western State railway.
(*k*) Worked by the East Indian Railway Company.
(*l*) Worked by the Oudh and Rohilkhand State Railway.
(*m*) Including 2·19 miles, Trimulgherry troop siding, constructed but not used for ordinary public traffic.
(*n*) Although for convenience classed amongst State railways, this line is the property of the Bengal and North-Western Railway Company.
(*o*) Including 26·51 miles of both standard and metre gauges between Kot Kapura and Bhatinda, worked over by the North-Western State railway.
(*p*) Worked by the Southern Mahratta Railway Company.
(*q*) Worked by the South Indian Railway Company.
(*r*) Excluding 3·66 miles of the Lucknow-Bareilly railway between Daliganj and Aishbagh but including the length, Bara Banki to Burhwal, 16·70 miles and the length over Cawnpore bridge, 0·59 mile, laid on a mixed gauge.
(*s*) Worked by the Jodhpur-Bikaner railway.
(*t*) Worked by the Eastern Bengal State railway.
(*u*) Worked by the Assam Railways and Trading Company.
(*v*) Worked by the Bengal and North-Western Railway Company.
(*w*) Including 4·50 miles of Bhavanagar Dock estates and Junagad quarry lines.
(*x*) Worked by the Bhávnagar-Gondal-Junágad-Porbandar railway.
(*y*) Including 3·99 miles of Bedi Bandar Dock estate siding.
(*z*) Closed for traffic from 25th March 1900.

* Correction of mileage.

† Made up as follows:—

| | |
|---|---|
| Open at the commencement of 1900-1901 | 23,763·78 |
| *Add*—Opened during 1900-1901 | 1,386·82 |
| Increase due to correction of mileage | 5·10 |
| | 25,155·70 |

## Appendix A—*contd.*

| | | | Miles. | Miles. | Miles. |
|---|---|---|---|---|---|
| (i) | East Indian— | | | | |
| | | Shikohabad to Farukhabad | (a)65·82 | | |
| | | Bárun to Daltonganj | 78·32 | 151·13 | |
| | | Sitarampore to Domohani | 6·99 | | |
| | Bengal Central— | | | | |
| | | Dum Dum Cantonment to Pattipooker | | 2·68 | 391·61 |
| | Bengal-Nágpur— | | | | |
| | | Cossye to Midnapur | 2·25 | 116·64 | |
| | | Midnapur to Bujudih | (a)114·39 | | |
| | Agra-Delhi chord | | | (a)121·16 | |
| (ii) | Madras— | | | | |
| | | Calicut to Azhikal | | | 59·75 |
| (iii) | Southern Punjab *(Delhi-Samasata)*— | | | | |
| | | Delhi Brewery to Delhi | | | 0·79 |
| (iv) | Petlad-Cambay | | | | 20·75 |
| (v) | Bengal and North Western— | | | | |
| | Tirhoot section— | | | | |
| | | Sakri to Jainagar | (a)30·47 | | |
| | Company's section— | | | | |
| | *Ganges-Gogra Doab lines*— | | | | |
| | | Azamgarah to Shahganj | (a)33·00 | 63·47 | |
| | | Lucknow-Bareilly section (Rohilkund and Kumaon)—Dudwa to Mohan river | | 5·96 | |
| | South Indian— | | | | |
| | | Madura to Toni Toria | (c)91·33 | | |
| | | Tinnevelly-Quilon (Travancore) branch (British section) | 46·47 | 137·80 | |
| | Mayavaram-Mutupet— | | | | 687·65 |
| | | Matupet to Arantangi | | 45·38 | |
| | Assam-Bengal— | | | | |
| | | Damchara to Junction with Gauhati branch. | 95·83 | | |
| | | Nazira to Makum | 62·48 | 138·31 | |
| | Burma— | | | | |
| | | Nawnghkio to the right bank of the Salween river | 157·72 | | |
| | | Bassein *vid* Henzada to Letpadan. | 119·01 | 276·73 | |
| (vi) | Eastern Bengal— | | | | |
| | | Moghalhat to Dhubri | | (b)38·83 | |
| (vii) | Bengal Dooars— | | | | |
| | | Mal to Hantupara | | | 84·00 |
| (viii) | Shoranur-Cochin | | | 65·06 | |
| | Vijapur Kalof | | | 29·60 | 151·46 |
| | Tinneve ly-Quilon (Travancore) branch (native state section) | | | 56·86 | |
| (ix) | Jodhpur-Bikaner— | | | | |
| | Bikaneer section— | | | | |
| | | Suratgarh to Bhatinda | | 88·00 | |
| | Jaipur— | | | | 160·85 |
| | | Sanganer to Siwai-Madhopur. | | 72·85 | |
| (x) | Bengal-Nagpur— | | | | |
| | | Jubbulpore-Gondia and branches | | | 253·67 |
| (xi) | North Western— | | | | |
| | | Khusalgarh-Kohat-Thal (2' 6") | | | 88·12 |
| (xii) | Barsi Light (2' 6")— | | | | |
| | Barsi Road to Pandharpur | | | (a)38·16 | 91·16 |
| | Kalka-Simla | | | 58·00 | |
| (xiii) | Rewah— | | | | |
| | | Rewah to Sutna | | (a)31·81 | |

5. And the mileage under construction or sanctioned for construction on the 31st March 1901 will be 2,019·45 miles made up as follows :—

| | Miles. | Miles. |
|---|---|---|
| *Standard gauge*— | | |
| (i) State lines worked by companies | 391·61 | |
| (ii) Guaranteed companies | 59·75 | |
| (iii) Assisted companies | 0·79 | |
| (iv) Lines owned by native states and worked by companies | 20·75 | |
| | | 472·90 |
| *Metre gauge*— | | |
| (v) State lines worked by companies | 687·65 | |
| (vi) State lines worked by the State | 38·83 | |
| (vii) Assisted companies | 44·00 | |
| (viii) Lines owned by native states and worked by companies | 151·46 | |
| (ix) Lines owned and worked by native states | 160·85 | |
| | | 1,082·79 |
| *Special gauges*— | | |
| (x) State lines worked by companies | 252·67 | |
| (xi) State lines worked by the States | 88·12 | |
| (xii) Assisted companies | 91·16 | |
| (xiii) Lines owned by native states and worked by companies | 31·81 | |
| | | 463·76 |
| TOTAL | | 2,019·45 |

Making a grand total of railways completed and in hand at the commencement of 1901-1902 of miles . **27,175·15***

And showing, after allowing for corrections of mileage and advance on the previous year of miles . . **393·34**

(a) Commencement of work not yet authorized.
(b) Excluding 12·23 miles of the Kaunia-Moghalhat section, 2' 6" gauge, to be converted to the metre gauge.
(c) Correction of mileage.

* Made up as follows :

| | Miles. |
|---|---|
| Completed and in hand at the beginning of 1900-1901 | 26,781·81 |
| Sanctioned during 1900-1901 | 392·13 |
| | 27,173·94 |
| *Add*— | |
| Increase due to correction of mileage | 1·21 |
| | 27,175·15 |

## Appendix A—*concld.*

6. It is expected that the following lengths of unfinished line will be opened for public traffic in 1901-1902:

| | Miles. | Miles. |
|---|---|---|
| *Standard gauge*— | | |
| (i) State lines worked by companies | 87·99 | |
| (ii) Guaranteed companies | 43·00 | |
| (iii) Assisted companies | 0·79 | |
| (iv) Lines owned by native states and worked by companies | 20·75 | |
| | | 152·35 |
| *Metre gauge*— | | |
| (v) State lines worked by companies | 165·00 | |
| (vi) State lines worked by the State | 38·83 | |
| (vii) Lines owned and worked by native states | 165·85 | |
| | | 364·68 |
| *Special gauges*— | | |
| (viii) State lines worked by the State | 88·12 | |
| | | 88·12 |
| TOTAL | | 605·33 |

Leaving the undermentioned lines for completion in 1902-1903 or later:

| | Miles. | Miles. |
|---|---|---|
| *Standard gauge*— | | |
| (ix) State lines worked by companies | 308·62 | |
| (x) Guaranteed companies | 16·75 | |
| | | 320·37 |
| *Metre gauge*— | | |
| (xi) State lines worked by companies | 516·69 | |
| (xii) Assisted companies | 44·00 | |
| (xiii) Lines owned by native states and worked by companies | 151·46 | |
| | | 712·15 |
| *Special gauges*— | | |
| (xiv) State lines worked by companies | 252·67 | |
| (xv) Assisted companies | 91·16 | |
| (xvi) Lines owned by native states and worked by companies | 31·81 | |
| | | 375·64 |
| TOTAL | | 1,408·16 |

| | | Miles. | Miles. | Miles. |
|---|---|---|---|---|
| (i) | East Indian— Barun to Daltonganj | 78·32 | | |
| | Sitarampore to Domohani | 6·99 | 85·31 | |
| | Bengal Central— Dum Dum Cantonment to Pattipooker | | 2·68 | 87·99 |
| (ii) | Madras— Calicut to Tellicherry | | | 43·00 |
| (iii) | Southern Punjab (*Delhi Samasata*)— Delhi Brewery to Delhi | | | 0·79 |
| (iv) | Petlad-Cambay | | | 20·75 |
| (v) | South Indian— Madura to ToniTorai | | 98·33 | |
| | Burma— Nawnghkio to Thibaw | 51·00 | | |
| | Letpadan to Tharrawa | 22·67 | 73·67 | 165·00 |
| (vi) | Eastern Bengal— Moghalhat to Dhubri | | | 38·83 |
| (vii) | Jodhpur-Bikaner— Bikaner section— Suratgarh to Bhatinda | | 88·00 | |
| | Jaipur— Sanganer to Siwai-Madhopur | | 72·85 | 160·85 |
| (viii) | North Western— Khusalgarh-Kohat-Thal (2′ 6″) | | | 88·12 |
| (ix) | East Indian— Shikohabad to Farukhabad | | (*a*)65·82 | |
| | Bengal-Nagpur— Cossye to Midnapore | 2·25 | | |
| | Midnapore to Bujudih | (*a*)114·39 | 116·64 | 303·62 |
| | Agra-Delhi chord | | (*a*)121·16 | |
| (x) | Madras— Tellicherry to Azhikal | | | 16·75 |
| (xi) | Bengal and North-Western— Tirhoot section— Sakri to Jainagar | (*a*)30·47 | | |
| | Company's section— Azamgarh to Shahganj | (*a*)33·00 | 63·47 | |
| | South Indian— Tinnevelly-Quilon (Travancore) branch (British section) | | 46·47 | |
| | Máyavaram-Mutupet— Mutupet to Arantangi | | 45·38 | |
| | Assam-Bengal— Damchara to Junction with Gauhati branch | 95·83 | | |
| | Nazira to Makum | 62·48 | 158·31 | |
| | Burma— Thibaw to the right bank of the Salween river | 106·72 | | |
| | Bassein to Tharrawa | 96·34 | 203·06 | 516·69 |
| (xii) | Bengal Dooars— Mal to Hantupara | | | 44·00 |
| (xiii) | Shoranur-Cochin | | 65·00 | |
| | Vijapur-Kolol | | 29·60 | |
| | Tinnevelly-Quilon (Travancore) branch (native state section) | | 56·86 | 151·46 |
| (xiv) | Bengal-Nágpur— Jubbulpore-Gondia and branches (2′ 6″) | | | 252·67 |
| (xv) | Barsi-Light— Barsi Road to Pandharpur | | (*a*)33·16 | |
| | Kalka-Simla— Kalka to Simla | | 58·00 | 91·16 |
| (xvi) | Rewah— Rewah to Sutna | | | (*a*) 31·81 |

(*a*) Commencement of work not yet authorized.

Appendix B, Important documents.

# APPENDIX B.

Letter No. 20 R. T., dated the 7th January 1901.

From—The Government of India, Public Works Department,

To—The Secretary, Railway Conference.

*Taxation of railway administrations by municipalities.*

The question of taxing of railway administrations by municipalities having been referred to a sub-committee by the Railway Traffic Conference of 1899, a memorandum, which is embodied in Appendix Q to the proceedings of the Conference, was drawn up on the subject and the following recommendations made:—

(*a*) That the taxes, if any, imposed by municipal authorities upon railway administrations or communities should be in proportion to and for services rendered, and that, where no services are rendered, it should not be competent for municipal authorities to enforce taxation.

(*b*) That municipal authorities should not be empowered to so extend their boundaries as to include railway premises against the expressed views of the railway administration; and that a self-contained railway colony with a Municipal Committee and sanitary arrangements of its own, should not be brought within the boundaries of the local municipality without the consent of the railway administration.

(*c*) That, in cases of dispute between railway administrations and municipal bodies, the power of issuing a final decision should not be vested in any member of the Local Government which controls the finances of the municipality concerned, and which is more closely connected with the administration of such local bodies than with the affairs of a through railway system.

(*d*) That, in view of the fact that all works carried out within railway limits are subject to the approval of Government and to the inspection of the Consulting Engineer to Government, the powers of municipalities to interfere with the construction of such works within railway land, and to scrutinise and approve of them, should be clearly defined and made subject to certain regulations.

2. In paragraph 5 of letter No. 49, dated the 9th November 1899, from the President of the Railway Traffic Conference, the attention of the Government of India is invited to Resolution No. 60 of the Conference, which is in the following terms:—

"That the recommendations of the sub-committee be adopted, and that the views expressed in the memorandum be submitted to Government for favourable consideration."

3. In connection with the questions thus brought forward for the consideration of the Government of India, I am directed to briefly refer to the laws and rules which govern the taxation of railway administrations by municipalities and other local authorities and to explain the principles on which they are based.

4. Under section 135, clause (1), of the Indian Railways Act, 1890 (IX of 1890), a railway administration is not liable to pay any tax in aid of the funds of any local authority unless the Governor General in Council has, by notification in the official Gazette, declared the railway administration to be liable to pay the tax.

5. In making this provision the object of the Legislature was not to relieve railway administrations altogether from liability to local taxation, but to obtain control over the demands on railway administrations by municipalities and other local authorities. It is necessary to see that railway administrations are not unfairly exploited for the benefit of local authorities. But there is no reason why they should not pay for such specific services in the shape of water-supply, scavenging, etc., as may be actually rendered, nor why they should not, like other holders of property within the areas administered by the various local authorities, bear their fair share of the general taxation imposed for purposes by which they directly or indirectly benefit.

6. Pending the collection of complete information as to the nature and amount of taxes paid by railway administrations, the Government of India in the Public

Works Department notification No. 270, dated the 12th June 1890, declared every railway administration to be liable from and after the 1st May 1890—the date on which the Indian Railways Act, 1890 (IX of 1890), came into force—to continue to pay every tax which it was lawfully required by or on behalf of any local authority to pay in aid of the funds of such authority during the year ended on the 30th April 1890.

7. In continuation of the notification of the 12th June 1890, a further notification No. 136, dated the 5th April 1893, was issued declaring what taxes railway administrations should pay in respect of railways opened or buildings or lands constructed or acquired since the 30th April 1890.

8. On receipt of the report of Major Temple—the officer deputed to enquire into the subject of local taxation of railways—a resolution No. 434 R. T., dated the 17th August 1894, was issued, with the general concurrence of the railway administrations affected, in which it was observed that the taxes which were then being levied under the authority of the notifications above referred to, were in their nature generally fair and reasonable : that in the majority of cases the assessment of the taxes was moderate : and that no general revision of the existing system of local taxation in regard to railways was necessary. In the second paragraph of that resolution the procedure to be followed for the revision of taxes which any railway administration considered unreasonable or disproportionate to the services rendered is laid down, and the third paragraph indicates the procedure to be followed when it is sought to impose any new tax on a railway adminisrtation.

9. I am to take this opportunity of pointing out an error which exists in the clause parenthetically printed in paragraph 3 of the resolution referred to. The words "legally in force" should, in accordance with notification No. 270, dated the 12th June 1890, be read as "which it was lawfully required to pay."

10. Returning to the points specified by the sub-committee, two recommedations are made under (*a*), *viz.*:—

(i) that the taxes, if any, imposed by municipal authorities upon railway administrations or communities should be in proportion to and for services rendered, and

(ii) that where no services are rendered, it should not be competent for municipal authcrities to enforce taxation.

As regards (i), if a railway administration considers any tax disproportionate to the services rendered, the procedure laid down in paragraph 2 of Public Works Department resolution No. 434 R. T., dated the 17th August 1894, should be followed.

As regards (ii), the case of Mhow station on the Rajputana-Malwa railway, quoted in paragraph 4 of the memorandum by the sub-committee, shows that if a specific tax is imposed without any service being rendered, and there are no general reasons for the imposition of the tax, exemption can be obtained as in the case referred to.

11. The recommendation under (*b*) would do for railways and railway colonies what is not done for Government buildings or communities of Government servants in the European quarter of a civil station. It is to be observed, however, that no new area can be included in a municipality without prior publication of a notice, and that on the publication of any notice indicating an intention to include railway premises within a municipality, it is open to the railway administration concerned to lodge an objection with the Local Government, the due consideration of which is provided for in the local laws.

12. In connection with this question, I am to refer to two cases, *viz.*, that of Samastipur on the Tirhoot State railway and of Chandpur on the Assam-Bengal railway, in which proposals to include the railway premises within municipal areas were withdrawn in favour of an alternative arrangement by which the railway administrations undertook to pay certain annual subsidies to the municipalities.

13. With reference to the recommendation made under (*c*), I am to state that the declaration of the liability or otherwise of railway administrations to local taxation is, under section 135, clause (1), of the Indian Railways Act 1890 (IX of 1890), reserved to the Governor General in Council. In the event of a railway administration considering a tax it has been declared liable to pay by the Governor General in Council to be unreasonable, or its assessment to be disproportionate to the services rendered.

Important documents.

application for the revision of such tax or its assessment should be made direct to the officer appointed, under paragraph 2 of resolution No. 434 R. T., dated the 17th August 1894, to specially enquire into all the circumstances of the case and to determine the sum, if any, which should be paid. These high officers, I am to point out, are not connected with municipalities, and there is no obstacle to a railway administration moving the Government of India, if it is dissatisfied with the award of a Commissioner, but it should first move the Local Government.

14. With reference to recommendation (*d*), the law as regards Government buildings is contained in the Government Buildings Act, 1899 (IV of 1899), which exempts from municipal laws and enactments—regulating the erection, re-erection, construction, alteration or maintenance of buildings—all buildings used or required for the public service or for any public purpose, which are the property or in the occupation of the Government or which are to be erected on land which is the property or in the occupation of Government, provided that where the erection, re-erection, construction or material structural alteration of any such building other than a building connected with Imperial defence or a building the plan or construction of which ought, in the opinion of the Government, to be treated as confidential or secret, is contemplated, reasonable notice of such proposed work is perviously given to the municipal authority. The municipal authority or any person authorized by it in this behalf may, then, with the permission of the Local Government previously obtained, and subject to any restrictions or conditions which may, by general or special order, be imposed by the Local Government, inspect the lands and buildings and plans and submit objections or suggestions. Such objections and suggestions have to be considered, and any order passed by the Local Government in respect of them is subject to revision by the Governor General in Council.

The Government Buildings Act, 1899 (IV of 1899), applies to State railways, whether administered by the Government or by Companies, and to railways generally when the land has been provided, free of charge, for the use of the Companies, but remains the property of the Government.

15. Under the circumstances explained above, the Government of India consider that no case has been made out by the Railway Traffic Conference for any general alteration of the laws and rules which govern local railway taxation.

16. If railway administrations have any grievance, it arises rather out of the manner in which the laws and rules are worked than because the laws and rules are themselves defective or unfair, and the proper course to follow is that in any case in which a railway administration considers itself aggrieved it should, after exhausting all means of redress provided by the law or the rules referred to in the foregoing paragraphs, appeal to the Government of India furnishing full particulars.

*Documents accompanying.*

Nil.

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No. 21 R. T., dated the 7th January 1901.

Copy forwarded to the Local Governments and Administrations and to the Officers noted in the margin, also to the Home and Legislative Departments of the Government of India, and the Accountant General, Public Works Department, for information.

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, the Punjab, and Burma.
The Honourables the Chief Commissioners of the Central Provinces, and Assam.
The Honourables the Residents at Hyderabad, and in Mysore.
The Honourables the Agents to the Governor General for Central India, Rajputana, and Baluchistan.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam.
The Managers, North Western, Oudh and Rohilkhand, and Eastern Bengal (State) railways.

# APPENDIX C.

OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

## Indian Railway Conference Regulations (as Revised by the Railway Conference of 1900 having effect from 1st January 1901).

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REGULATIONS FOR THROUGH TRAFFIC AND INTERCHANGE OF STOCK.

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# REGULATIONS FOR THROUGH TRAFFIC AND INTERCHANGE OF STOCK AS REVISED AT THE RAILWAY CONFERENCE OF 1900.

**Note.—The letter "A" printed under the marginal reference of a Conference Regulation means that the Regulation is binding in terms of Resolution 51 of the Railway Conference of 1899 and Resolution 3 of the Railway Conference of 1900.**

**The letter "B" printed under the marginal reference of a Conference Regulation means that the Regulation relates to rates and fares in terms of the same Resolutions.**

**Below these letters is recorded the number of the Resolution in which the Regulation was adopted. For brevity, the entry is shown thus, "Reso. 81 of 1899" or "Reso. 81 and ap. Y of 1899."**

## CHAPTER I.—GENERAL.

Definitions. [A.]
[Reso. 62 and ap. R of 1899.]

1. In these Regulations, unless there is something repugnant in the subject or context,—

(*a*) "*Traffic Manager*" means the head of the Traffic Department of the railway concerned.

(*b*) "*Parent line*" means the line to which a vehicle belongs.

(*c*) "*Hiring line*" means any line, other than the parent line, on which a vehicle may be for the time being.

(*d*) "*Forwarding line*" means and includes—

(1) When applied to through traffic—

(*a*) The booking railway.

(*b*) Each railway lying between the booking and terminal railways passing on traffic booked to the terminal railway.

(2) When applied to rolling stock—

(*a*) The parent line on the outward journey.

(*b*) Each hiring line passing on a hired vehicle to another line whether on the outward or homeward journey.

(*e*) "*Receiving line*" means—

(1) When applied to through traffic—

(*a*) The terminal railway.

(*b*) Each railway lying between the terminal and booking railways taking over traffic booked to the terminal railway.

(2) When applied to rolling stock—

(*a*) The parent line on the homeward journey.

(*b*) Each hiring line receiving a hired vehicle from another line whether on the outward or homeward journey.

(*f*) "*Ferry*" shall include a floating or temporary bridge, passed for daylight running only.

(*g*) "*Station*" includes junction and transhipping stations.

NOTE.—Catchwords and marginal notes shall not be taken as interpreting rules. Examples to rules shall be held as interpreting the intention of the rules.

Standards. [A.]
[Reso. 62 and ap. R of 1899.]

2. (*a*) The day shall be reckoned as twenty-four hours, commencing at midnight, Madras time being adopted in all cases. The week to end at midnight on Saturday.

(*b*) The maund of 82·29 lbs., divided into 40 seers, shall be the standard Indian weight on all railways.

(*c*) Fractions of a mile shall be charged as one mile.

## Appendix C—*contd.*

### CHAPTER II.—INTERCHANGE OF STOCK.

#### SECTION I.—*General.*

Calculations. [A.]
[Reso. 62 and ap. R of 1899.]

3. For the purposes of the rules in this chapter,—

(*a*) The ton shall in all cases be reckoned as equivalent to 27 maunds.

(*b*) In all calculations for charge, fractions of half a ton and over of carrying capacity or in loads shall be reckoned as one ton, and fractions of less than half a ton shall be dropped.

(*c*) Sundays, Christmas Day and Good Friday shall be considered as "*Dies non*" in respect of demurrage only. No other "*Dies non*" shall be allowed.

Definition of coaching and goods stock. [A.]
[Reso. 62 and ap. R of 1899.]

4. Passenger carriages, horse-boxes, carriage trucks, brakevans, and passenger road or luggage vans shall, irrespective of contents, be in all cases reckoned as coaching vehicles whether they run upon passenger or goods trains. Postal vehicles are coaching stock, but are subject to special arrangements. All other kinds of vehicles shall be reckoned as goods vehicles, irrespective of contents and of the train on which they run.

Interchange of coaching stock. [A.]
[Reso. 62 and ap. R of 1899.]

5. The interchange of coaching stock shall be subject to mutual arrangement between the respective railways.

Interchange of goods stock and transhipments. [A.]
[Reso. 62 and ap. R of 1899.]

6. (*a*) The interchange of goods stock shall be unrestricted, and shall extend to all connected lines and branches.

(*b*) Except as provided in clause (*c*) of this Regulation, it shall be optional with the receiving railway to tranship, at the junction, the contents of any wagon containing a load for one station of less than half its carrying capacity. The cost of transhipment shall be charged against joint station expenses where the load is less than five tons on the standard gauge and three tons on the metre gauge; but when the load is five tons or more on the standard gauge and three tons or more on the metre gauge, the charge for transhipment shall be at the cost of the receiving railway. Unless otherwise arranged, consignments for more than one station loaded in any one wagon shall be transhipped at the junction at the expense of the joint station.

*N.B.*—In the event of such transhipment at a junction, wagons shall remain at the charge of the forwarding railway for a period of 12 hours, and thereafter at the expense of the receiving railway.

(*c*) Traffic Managers shall be at liberty to make exceptions by mutual agreement as to transhipment in cases of consignments which, from their bulk or weight, fully occupy or need a wagon, or which require exceptional care, such as furniture, glassware, stationery, millinery, pictures, musical instruments, etc., etc.

(*d*) It shall be optional with a railway to tranship, at its own expense, the contents of a wagon at any point short of destination but beyond the junction.

Delivery of stock. [A.]
[Reso. 19 of 1900.]

7. (*a*) For hiring purposes, all stock shall, subject to (*b*), be considered as handed over when entered in the number-taker's book at the junction station, and it shall be so entered directly it is put into the lines or sidings in which such stock is usually placed for that purpose, or at such time and in such ways as may be arranged between the railways forming the junction.

(*b*) Stock shall not be considered as accepted by the railway on to which it is going at any junction station until it and the load it may contain are in a condition to be taken on by the railway on to which it is going; and hire and other charges, if any, shall be paid by the railway bringing it to the junction until it is put into that condition.

(*c*) Except as otherwise provided for in these Regulations, all vehicles, of whatever railway, handed to any railway at a junction on the outward journey shall be accepted and dealt with only as vehicles of the railway which brings them to the junction; and vehicles which are returned to a junction on the homeward journey shall be treated as vehicles of the railway to which they are so returned.

## Appendix C—*contd.*

Return of stock to parent line. [A.] [Reso. 62 and ap. R of 1899.]

8. (*a*) Passenger carriages shall be returned to the parent line by the route by which they were received loaded, except under mutual arrangement.

(*b*) Subject to the provisions of clause (*c*) of this Regulation, empty horse-boxes, carriage trucks, and wagons shall be returned to the parent line by the route by which they were received loaded, except when by consent of the parent line, it is arranged that they may be returned by any other agreed route.

(*c*) Horse-boxes, carriage trucks, and wagons may be loaded at any place on the route of the homeward journey to any place short of, or on, or beyond, the parent line by the route by which they were received.

(*d*) Subject to the proviso that the parent line may require that its wagons, horse-boxes, or carriage trucks be returned in accordance with clauses (*b*) and (*c*) by the route by which they were received, wagons, horse-boxes, or carriage trucks may be loaded at any place on the homeward journey to any place on the parent line, or to any place beyond, but *viâ* the parent line, and may be sent by the most direct route to that place, whether it be the route by which they were received on the outward journey or not.

(*e*) Wagons, horse-boxes, and carriage trucks may on or before the return journey be diverted or may be sent beyond original destination without missending charge for distances aggregating not more than 50 miles, whether on the main line or on one or more branches, in order to secure a load in the direction in which they are returning. Provided that any railway shall have the right on giving one week's notice to suspend this Regulation and require the direct return of its stock to the parent line.

(*f*) When a railway consists of two or more sections unconnected with each other, each section shall, for the purposes of this Regulation, be considered as a separate railway.

Missending in contravention of Regulation. [A.] [Reso. 62 and ap. R of 1899.]

9. (*a*) Any railway which deals with a vehicle in contravention of Regulation 8 shall pay to the parent railway ten rupees in the case of a standard gauge vehicle and seven rupees in the case of a metre gauge vehicle per day or part of a day from the time such vehicle was misused until it returns to a station on the route by which it should have been sent; or until it is returned to a junction of the parent railway.

(*b*) Missent vehicles shall be subject, in addition to the charges in this Regulation, to charges for hire and demurrage.

(*c*) Missent vehicles under clause (*a*) of this Regulation, which have been loaded to a foreign line by the missending railway, shall be returned by the foreign railway to the parent line by the shortest route, unless reloaded to or beyond the parent line, in which case they may be sent by the most direct route to destination. When passing over foreign lines such lines shall be paid haulage by the missending railway at the rate of one pie per mile per ton of carrying capacity of the vehicle for any distance in excess of that for which they may be entitled to freight.

(*d*) A missending railway dealing with vehicles in contravention of Regulation 8 shall be responsible to the parent line for hire and other charges thereby entailed, and also to all foreign lines for any haulage charges thereby incurred. But the foreign railway shall pay to the missending railway any demurrage which may be incurred on the foreign railway.

Exemption from missending charges when vehicles are sent on. [A.] [Reso. 62 and ap. R of 1899.]

10. If goods are required to be sent to a station beyond the original destination, the consignment may be sent on in the original wagon without incurring a charge for missending, but they will be subject to hire and demurrage. Luggage vans, horse-boxes, and carriage trucks may be rebooked under the same conditions.

Missending without contravention of Regulation. [A]. [Reso. 62 and ap. R of 1899 and Reso. 20 of 1900].

11. (*a*) In the event of a loaded or empty wagon which is properly booked in accordance with regulations being missent, the railway so missending shall pay to the other railways over whose lines the vehicle runs owing to the missending a haulage rate of one pie per ton of carrying capacity. The missending railway shall also pay to the parent line hire due to the missending; also demurrage for any time in excess of the time which would have been allowed free

had it been despatched by the correct route. The freight earned in the case of loaded wagons will be dealt with under Regulation 29.

(*b*) Provided that, when a line has received freight, it shall not receive haulage, except for the distance in excess of the distance for which freight has been earned.

(*c*) Provided also that vehicle hire charges which would have been due if the correct route had been followed shall be paid by the railways forming the correct route, and credited to the missending line. The hire charge shall be calculated by taking one hour for every 6 miles of the correct route.

(*d*) Wagons missent on the outward journey should, when there is no break of gauge, be returned by the correct route, which, having been credited with its full freight on the outward journey, will receive no haulage on this portion of the return journey.

Liability resulting from accident. [A.] [Reso. 62 and ap R of 1899.]

12. (*a*) So soon as the rolling stock of any railway passes into the custody or possession of any other railway, such other railway shall be responsible for all and every contingency that may arise from the use of such stock while it remains in its possession. Except that, if the contingency is clearly traceable to defect of material or workmanship, the actual repair or replacement of the vehicle in which there was such defect, but not of any other vehicle or any other consequent damage, shall be at the expense of the parent railway.

(*b*) The cost of repairs arising from ordinary wear and tear shall always be borne by the parent railway, but in cases of palpable damage (such as dropping heavy weights into wagons and so damaging the bottoms, neglect of greasing or oiling, and other similar neglects), and in all cases of accident or collision, the cost of repairs shall, except as provided in clause (*d*) of this Regulation, be borne by the railway in whose custody or possession the stock may be at the time the damage occurs.

(*c*) No claim for the cost of repairs shall be valid unless made within three months of the date at which the repairs are completed.

(*d*) The cost of repairs to any vehicle damaged, which does not exceed ten rupees, shall be paid by the railway which carries out the repairs.

(*e*) No charge shall be made for the freight of material sent for repair of damaged stock, or for the haulage and hire of wagons carrying damaged stock back to the parent railway. But such wagons shall be subject to demurrage charges.

## SECTION II.—*Hire.*

### COACHING.

Coaching vehicles [A.] [Reso. 62 and ap. R of 1899.]

13. (*a*) Subject to the exceptions in clause (*b*), payment for the use of coaching vehicles shall be made at the rate of four annas per hour per standard gauge vehicle, and at the rate of two annas per hour per metre gauge vehicle, and such payment shall be called "hire."

Fractions of an hour of 30 minutes and over shall be taken as an hour, and fractions less than 30 minutes shall be dropped.

(*b*) Half hire shall be paid on horse-boxes, carriage trucks, prison and hospital carriages, and on private carriages, troop-extra trains, private special trains, and special passenger trains put on for fairs, etc.

(*c*) When the lead over a receiving railway is less than 100 miles, charges under (*a*) and (*b*) above shall not accrue for the first 12 hours during which the vehicle is on the receiving line.

(*d*) Bogie carriages having 4 or more axles shall be reckoned as two ordinary carriages.

### GOODS.

Goods vehicles. [A.] [Reso. 62 and ap. R of 1899 and Reso. 13 of 1900.]

14. (*a*) The ordinary rate of payment for the use of goods stock shall be one pie per hour per ton of carrying capacity: and such payment shall be called "hire."

Fractions of an hour of 30 minutes and over shall be taken as one hour, and fractions under 30 minutes shall be dropped.

(*b*) Where the load in a wagon in the outward direction is less than six tons on the standard gauge and four tons on the metre gauge, the hire shall be paid on three tons in the former case and two tons in the latter, provided that when a wagon rate is collected from consignor or consignee, hire shall be paid on the full carrying capacity of the wagon.

(*c*) Where the lead over a receiving railway is less than 100 miles, charges under (*a*) and (*b*) shall not accrue for the first 48 hours during which the vehicle is on the receiving line; but this concession is subject to a minimum hire of 4 annas per vehicle on the standard gauge and of three annas on the metre gauge for each 10 miles or part of 10 miles of distance travelled in the outward direction.

NOTE.—Clause (*c*) of Regulation 14 does not authorize the imposition of a special rate for the first 48 hours for every 10 miles or fraction thereof and does require that no charge should be levied for the first 48 hours, provided the total hire payable is not less than that prescribed for every 10 miles or fraction thereof. The following example illustrates the rule:

[Reso. 33 of 1900]

A fully loaded 16-ton wagon booked to a station, 28 miles from junction, is returned empty and is absent 62 hours in all.

Deduct 48 hours from total absence and upon remainder charge hire and demurrage or minimum, whichever is greater.

*Example*—

| | | |
|---|---|---|
| (1) Wagon absent | 62 | hours. |
| (2) Deduct 48 hours free | 48 | „ |
| (3) Leaving for hire purposes | 14 | „ |
| (4) The free allowances under next rule are— | | |
| Running | 10 | „ |
| Unloading | 36 | „ |
| Total | 46 | „ |

There is consequently no demurrage due upon 14 hours' absence.

(5) The minimum charges for 30 miles at 4 annas=Re. 0-12-0.

(6) The hire charge for 14 hours=Rs. 1-3-0.

(7) Minimum is exceeded and therefore hire is payable.

(*d*) Goods vehicles carrying passengers or live-stock of any kind booked through shall be considered as of a carrying capacity of 6 tons for the standard gauge and 4 tons for the metre gauge and charged for on that tonnage as per clause (*a*) of this Regulation.

[Reso. 11 of 1900.]

## SECTION III.—*Demurrage.*

Coaching vehicles. [A.]
[Reso. 62 and ap. R of 1899.]

15. There shall be no demurrage charges for coaching vehicles.

Demurrage on coaching stock realized from passengers. [A.]

[Reso. 39 of 1900.]

15A. When coaching stock is detained under load by passengers and demurrage is charged to the passengers under the tariff rules of the using line, the parent line shall be paid half the difference between the amount collected from the passengers and the hire charge under Conference Regulation 13 (*a*) in addition to the latter charge.

Goods vehicles. [A.]

Reso. 62 and ap. R of 1899.

16. (*a*) Subject to (1) the free allowance for short leads provided for in Regulation 14 (*c*) and (2) the observance of "*dies non*" provided for in Regulation 3 (*c*), the time during which a wagon may be absent from the parent line on payment of hire shall be arrived at by allowing one hour for every six miles for standard gauge and one hour for every five miles for metre gauge vehicles which would be run in both directions were the wagon returned by the correct route, and thirty-six hours for unloading and twenty-four hours for reloading at destination; also twenty-four hours at any

intermediate station or stations for one or both of these operations, and twelve hours each way in case of a ferry by which goods vehicles are crossed.

(*b*) Goods vehicles received from one railway by another for back loading under Regulation 22, shall be allowed thirty-six hours for loading at the station from which returned to the parent line.

(*c*) When the time specified in clauses (*a*) and (*b*) is exceeded, payment for such excess time shall be made at four times the hire specified in Regulation 14 (*a*) and such augmented payment shall be called " demurrage."

In the case of wagons received for back loading with coal, demurrage shall be calculated at twice the hire specified in Regulation 14 (*a*).

[Reso. 9 of 1900.]

17. Demurrage shall be calculated separately on the time occupied in the passage of vehicles over each line in succession, and, when incurred, shall be paid by the line on which it was incurred to the parent line:

Method of calculation. [A.]

[Reso. 62 and ap. R of 1899.]

Provided that in the case of any demurrage occurring on missent vehicles, it shall be paid to the missending railway which is responsible to the parent line for such charges:

Provided further that when through oversight or otherwise any demurrage occurring on a line not being the missending line shall have been paid to the parent line by the line on which it was incurred, such payment shall absolve the missending line from its responsibility in respect to the same.

18. (*a*) At junction stations of railways of different gauges, the rates of demurrage as fixed in this section shall be payable for the stock of either railway detained under load beyond the usual free time, but only in accordance with rules mutually agreed upon by the railways working into the junction station.

Demurrage on wagons at junctions of different gauges. [A.]

[Reso. 62 and ap. R of 1899.]

(*b*) But in the event of any railway being unable to supply a sufficient number of wagons to cope with the traffic offered at junctions of lines of different gauges, as contemplated in clause (*a*) of this Regulation, such railway may suspend or limit through-booking from midnight of the date of receipt of advice.

SECTION IV.—*Detention of traffic and stock owing to accidents, congestion, etc.*

19.* (*a*) In the event of interruption of through communication from any cause whatever for 12 hours or over, hire and demurrage shall not be charged under the provisions of Regulations 13 to 17 for the period during which the interruption lasts on stock delayed in consequence, either short of or beyond the point of interruption.

Interruption of through communication. [A.]

(*b*) In order to obtain the benefit of Regulation 19 (*a*) above, the railway on which the interruption occurs must, within 48 hours of the occurrence, despatch telegraphic advice of the fact to all railways whose stock is thus detained, failing which hire and demurrage will be chargeable at the option of the parent railway until the despatch of such advice.

Notice of interruption to be sent and penalty for failure to do so. [A.]

(*c*) If required by the parent line, the railway on which an interruption occurs shall, as far as practicable, send an equal number of vehicles of its own to be used without charge upon the railway to which the stock so detained belongs, for the time that such stock is detained.

Call for wagons in exchange by parent line. [A.]

(*d*) In the case of wagons detained beyond the point of interruption, no charge is leviable from a railway unable to comply with a call under this Regulation. On wagons detained between the parent line and the point of interruption, demurrage shall be chargeable at the option of the parent line on the failure of the railway on which the interruption occurs, to meet a call for wagons in exchange for them. Demurrage to commence 24 hours from the time that the call is made.

Payment for failure to comply with call in respect of wagons detained short of point of interruption. [A.]

* *Vide* Resolution No 62 and appendix R to the Proceedings of the Railway Conference of 1899.

(*e*) When owing to an interruption of through communication it is necessary to stop the booking of traffic by any route, traffic which may have been booked before receipt of notice of closing shall, when necessary, be diverted by the shortest open route, fares and freight being collected from the public by the route originally booked and divided in mileage proportion over the whole route actually travelled from original starting station to destination.

Diversion of traffic and division of fares and freight owing to interruption of through communication. [A.]

(*f*) After notice of closing, traffic shall be booked by the cheapest open route and freight charged by the route booked.

Booking after notice of closing route. [A]

(*g*) On the occurrence of a block of traffic, when a railway, owing to the large amount of traffic arriving, finds itself unable to return foreign wagons within the free time allowed, it shall send notice by telegram to despatching railways, advising them either to stop booking or to restrict traffic, as the case may be, or naming the conditions upon which traffic will be received.

Block of traffic at receiving stations. [A]

In the event of booking being stopped or restricted, home line bookings must be stopped at the same time or proportionately restricted, advice being given to foreign railways that this has been done. Such notices shall have effect from midnight of the date of receipt of the advice, traffic booked before this hour being received without restriction.

20 (*a*) In cases in which the stock of any railway is damaged upon the line of another railway, a period of not more than ten days shall be allowed free of hire and demurrage to the railway on which the damage occurred for the repair of the stock. But if the repairs cannot be completed in ten days, the vehicles shall be despatched to the parent railway within that time.

Damage to stock. [A.]

[Reso. 62 and ap. R of 1899 and Reso. 35 of 1900]

(*b*) In addition to the free allowance as prescribed in clause (*a*) of this Regulation, the time which elapses until material required for repairs from the parent line is received (provided that an indent for such material is despatched to the parent line within 48 hours of the time at which damage occurs) shall be allowed free of hire and demurrage in the case of damaged stock of one railway repaired on the line of another railway.

(*c*) If the damaged stock be not returned either repaired or not repaired within the period allowed, hire and demurrage shall be charged after the expiry of such period, unless specially exempted by the Traffic Manager of the parent railway.

NOTE.—The words "period allowed" in clause (*c*) of Regulation 20 mean the 10 days referred to in clause (*a*) *plus* the time occupied in the conveyance of material for repairs referred to in clause (*b*).

[Reso. 34 of 1900]

(*d*) Notice in general terms stating how and when the damage took place and the nature of it shall in all cases be sent within one month by the Traffic Manager of the railway on which the damage occurred to the Traffic Manager of the parent railway, and also to the Traffic Manager of each intermediate railway between the line on which the damage occurred and the parent railway. Failure to give this notice will involve forfeiture of the free time allowed by clause (*a*) of this Regulation.

SECTION V.—*Equalization of stock interchanged.*

21. (*a*) The railway on which through traffic originates shall provide wagons for such traffic. But when the sending railway has absent on the receiving railway an excess of not less than 10 per cent. of its total wagon stock, or 350 wagons, whichever is less, the sending railway may call on the receiving railway to make over such number of empty wagons daily for the purpose of traffic to and *viâ* the receiving railway as it may deem necessary towards the equalization of tonnage: provided that such daily number shall not be less than fifteen, and shall not exceed one-seventh of the total excess which the sending railway has on the receiving railway at the time the call is made. If the number of wagons called for is not supplied during the week commencing on the fourth day after the call has been received, a charge shall be paid by the receiving railway to the sending railway on the net balance received short at

Call by forwarding railway. [A.]

[Reso 62 and ap. R of 1899.]

the end of the week at the rate of one and a half rupees per ton of carrying capacity of the wagons short supplied. This charge to be in addition to ordinary hire, demurrage, and missending charge which may accrue under the rules on the stock of the sending railway actually running with through traffic upon the receiving railway ; but no missending charge shall be payable by the sending railway for the empty running of the wagons sent in response to a call to obtain a load for the receiving railway. The receiving railway shall be at liberty to supply on any day throughout the week in response to a call a maximum of not more than 50 per cent. beyond the daily number called for, provided the total number called for is not exceeded in the week.

(*b*) In the case of a sending railway having more than one junction with a receiving railway, the number on which the call shall be made shall include the wagons exchanged at all junctions, but the receiving railway is not bound to supply, nor the sending railway to accept, more wagons at any one junction than is proportionate to the excess exchanged at that junction.

(*c*) This equalization shall, when called for by the sending railway, be made in the following manner, namely :—

If, for example, on the 3rd of a month the sending railway has 750 wagons on the receiving railway and the receiving railway has 129 of its wagons on the sending railway, then the sending railway may on the 4th, or within seven days after the 3rd, call upon the receiving railway, either by wire or letter, to equalize the balance of excess—that is, 621 wagons—by handing over to the sending railway that number of empty wagons for back loading to the receiving railway during the seven days subsequent to the third day from the date of the call—that is, if the call is received on the 4th of a month, during the next seven days commencing on the 8th of the month.

The receiving railway must, upon receipt of such a notice on the 4th of the month, hand over on the fourth day afterwards, *i.e.*, the 8th of the month, and on the subsequent six days, an average of 88 wagons a day (fractions being dropped), *i.e.*, for seven days from and inclusive of that day, the 8th of the month.

Fresh notice of call must similarly be given by the sending railway on the 11th of the month or subsequently within the seven days commencing on that day in regard to the excess balance that may exist on the 10th of the month, and this fresh call must be responded to by the receiving railway in the same way as in the case of the original call mentioned above, and so on, from time to time, the intention being that the excess at any time shall be equalized within the following ten days.

(*d*) (1) Wagons of the sending railway forwarded under load to the receiving railway, if returned loaded or empty by the receiving railway to the sending railway during the continuance of such call, shall not be reckoned as forming part of the wagons supplied in response to the call referred to in this Regulation.

(2) Empties handed over for back loading in response to a call under this Regulation, and still on the receiving line are to be reckoned as wagons forwarded by the receiving railway in the calculation towards the equalization for following week.

(3) The excess of not less than 10 per cent. of its total wagon stock or 350 wagons in clause (*a*) of this Regulation shall not include vehicles belonging to one or other railways forwarding traffic across the railway having a junction with the receiving railway, unless the number belonging to any one railway shall have exceeded 350 wagons.

But when a foreign line has called upon an intermediate line, the intermediate line may pass on a fair proportion of the call to an adjoining line beyond, such proportion being based on the total number of the calling line's wagons received by the intermediate line from the calling line and the number of such wagons sent forward by the intermediate line to the line beyond.

(*e*) Open wagons shall be accepted if supplied with proper sheets and ropes.

(*f*) The sending railway may countermand the call at any time whenever altered circumstances make it desirable.

*Example No. 1.*—

*A* (the sending railway) has at midnight on the 3rd of a month 750 10-ton wagons on *B* (the receiving railway) sent *viâ* junction X.

*B* has at midnight on the same day 129 of its 10-ton wagons on *A*, also sent *viâ* junction X. Excess 621 10-ton wagons of *A* upon *B*.

*A* may on the 4th of the month call upon *B* to hand over at junction X on the 8th of the month and on the six following days an average of 88 10-ton wagons on each of those days to equalize the balance of excess of 621 10-ton wagons of *A* on *B* on the 3rd of the month, or an equivalent in wagons of other capacities.

*B* cannot send more than the equivalent of 132 10-ton wagons on any one day, being 50 per cent. more than are called for.

*B* on the 8th, 9th and 10th sends the equivalent of 88 10-ton wagons to *A*, and on the 11th, *B* sends only the equivalent of 53 10-ton wagons; on the 12th *B* sends only 27 10-ton wagons; on the 13th *B* sends 132 10-ton wagons (being 50 per cent. more than the 88, the daily supply called for), and on the 14th *B* sends 25 10-ton wagons. *B* will thus have supplied equal to 115 10-ton wagons less than the call in the seven days, and has to pay Rs 1·8 per ton on that short supply, that is, Rs. 1,725, and the equalization is held to be completed, there being no further claim by *A* upon *B* for excess wagons for the call which was made on the 4th of the month.

*Example No. 2.*—

If on the 10th *A* has equal to 647 10-ton wagons on *B* sent *viâ* junction X, and *B* has the equivalent of 245 10-ton wagons on *A*, also sent *viâ* junction X, then *A* may call on the 11th for the equivalent of 402 10-ton wagons, that is, an equivalent of 57 10-ton wagons (the fraction being dropped) per day which should be handed over by *B* on the 15th and six subsequent days. The 57 10-ton wagons a day are equal to 3,990 tons of carrying capacity in that seven days. *B* on the 15th sends 57 10-ton wagons, on the 16th 20 14-ton wagons, on the 17th 20 14-ton wagons, on the 18th 20 14-ton wagons, on the 19th 30 10-ton wagons, on the 20th 25 10-ton wagons, and on the 21st 61 14-ton wagons. Thus *B* will have supplied 1,176 tons of carrying capacity short of what was called for, and will pay Rs. 1,764 for that deficiency; and the equalization contemplated having been completed will have no further claim upon *B* for excess wagons for the call which was made on the 11th of the month.

22. (*a*) When the aggregate excess number of wagons absent from any one railway upon any other railway shall exceed three hundred and fifty at the end of any week, the receiving railway may call upon the forwarding railway to take over a sufficient number of wagons to bring this excess within three hundred and fifty. This excess number of 350 wagons absent from any one railway upon any other railway shall not include vehicles belonging to one or other railways forwarding traffic across the railway having a junction with the receiving railway unless the number belonging to any one railway shall have exceeded 350 wagons. In the event of the forwarding railway not intimating within forty-eight hours after notice of tender by the receiving railway its intention to accept such wagons, a charge of two rupees per standard gauge wagon and one rupee per metre gauge wagon per day shall thereafter be paid as a rebate on hire by the forwarding railway upon the daily balance in excess of three hundred and fifty absent.

Call by receiving line. [A]

[Reso. 62 and ap. R of 1899.]

(*b*) No notice shall be valid unless given by wire, or in any other way that may be mutually agreed upon, within three days after the close of a week, by the receiving railway of its intention to offer wagons; and the rebate shall not be charged until the expiry of forty-eight hours after the despatch of the notice by the receiving railway.

(*c*) Except as provided in Regulation 8 (*f*), when any two railways have more than one junction with each other, all such junctions shall be regarded for the purposes of this Regulation as one junction only.

But the receiving railway shall tender at each junction only such number of the wagons in excess of three hundred and fifty as is in proportion to the total number of wagons received in excess at such junction.

*Example*—

Railway *A* receives in excess from railway *B* in one week at junction X 279 wagons, at junction Y 352 wagons, at junction Z 164 wagons, being a total received in excess of 795, or 445 more than the limit of 350, which is fixed for all the exchanges in one week between the two railways. Railway *A* can offer to send to railway *B* the following number of wagons at each of those junctions respectively for that week, *viz.*, at—

Junction X, $\frac{279}{795}\times 445=156$ wagons; at junction Y, $\frac{352}{795}\times 445=197$ wagons; and at junction Z, $\frac{164}{795}\times 445=92$ wagons.

(*d*) No railway shall be required to take over under this Regulation on any one day more than 50 per cent. over one-seventh of the total excess of the previous week, provided the total number offered in the week is not more than the excess over three hundred and fifty during the week, nor more than 50 per cent. over one-seventh of that excess on any one day.

Hire on wagons called for. [A]

[Reso. 62 and ap. R of 1899.]

23. Wagons taken over under the provisions of Regulations 21 and 22 shall be subject to hire and demurrage rules, the hire charge being based on the return load, but there shall be no charge for missending. In the event of a load not being available, the hire shall be as per clause (*b*) of Regulation 14.

## SECTION VI.—*Returns and Accounts.*

Junction returns. [A]

Reso. 62 and ap. R of 1899.]

24. (*a*) In case a wagon, horse-box, or carriage truck is loaded on the homeward journey to any station short of the parent line, or in case of any alteration in the destination or route of a vehicle of any description caused by transhipment of the load or otherwise, the audit offices of the respective railways shall make full explanatory remarks in the interchange statements against the entry of such vehicle, and credit the hire and demurrage that may be due.

(*b*) Each railway shall accept the statements of other railways with respect to the loads and vehicles, unless the number-takers at the junction notice and record that the loads have been interfered with, when the actual contents and their condition shall be ascertained and recorded by an authorised representative of each of the railways forming the junction.

(*c*) The accounts referring to any charges under the Regulations in this chapter in which any railway is concerned shall be open to the inspection of such railway.

Limitation of claims [A]

[Reso. 62 and ap. R of 1899.]

25. No claim of any description for charges under the rules in this chapter shall be entertained if preferred after a lapse of six months from the date on which a vehicle returns to the parent line.

Settlement of accounts. [A]

[Reso. 62 and ap. R of 1899.]

26. Whatever charge is paid for hire, demurrage, and missending by any railway for the use of vehicles of other railways shall in all cases belong, and be paid over, to the parent line.

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# CHAPTER III.—THROUGH TRAFFIC REGULATIONS.

## SECTION I.—*General.*

Routes and junctions. [A]

[Reso. 67 of 1899.]

27. In the absence of mutual agreement between particular railways as to the routing of traffic or of specific instructions in writing from the sender or his authorised agent—

(i) all traffic shall be booked and carried by the cheapest route;

(ii) where the rates by two or more routes are equal, traffic may be booked and carried by the route most favourable to the railway on which it originates.

*(The Madras railway dissented from this Regulation.)*

Minimum rates between junctions.

28. *Cancelled at the Railway Conference of 1900,*—vide *Resolution No. 51.*

Freight on wagon of goods misdespatched. [A]

[Reso. 64 and ap. R of 1899.]

29. (*a*) In all cases of through goods traffic, also of carriages and live-stock booked as coaching traffic, in through vehicles being booked, or despatched to destination contrary to Regulation 27, or despatched by other than the booked route when that is the correct route, freight by the correct route shall be collected and divided between the lines forming that route according to their proper proportions. For the portion of the distance carried which is not in the correct route, the missending line shall pay the haulage, hire and demurrage charges which may be due under Regulation 11.

## Appendix C—*contd.*

(*b*) In all cases of through goods traffic being despatched to wrong destination, it shall, forthwith, on the error being discovered, be despatched by the most direct route to destination.

(*c*) When goods not carried to destination in the wagons in which despatched by the forwarding railway are dealt with contrary to Regulation 27, freight by the correct route shall be collected and divided between the lines forming the correct route according to their proper proportions, and the missending railway shall pay for the missent distance a charge to the carrying line of three pies per ton per mile, subject to the proviso that such payment shall not be made on the distance for which freight is earned. The charge under this rule to be exclusive of handling charges at ferries and conveyance charges to and from out-agencies which are to be paid separately.

(*d*) Small consignments of less than 54 maunds over-carried or carried by the wrong route through the fault of the staff shall be returned to destination free of charge; this to apply to cases of both over-carriages and misdespatches under this Regulation.

30. Any one railway having entire command of a route between the despatching and receiving stations may fix the rate between these stations and may carry the traffic by its own route.

Fixing of rate by railway having entire command of route. [A]

[Reso. 67 of 1899.]

(*The Great Indian Peninsula and Assam-Bengal railways dissented from this Regulation.*)

31. (*a*) Each railway shall publish tables of rates and fares and rebates from each of its junctions with foreign lines to every station on its own system. Terminals when charged shall be included in the rates quoted. Each railway shall supply free twelve copies of such rate and fare lists as may be needed to each railway with which through-booking arrangements exist, and further copies shall be supplied, if required, on payment.

Advices of rates and fares. [A]

[Reso. 64 and ap. R of 1899 and Reso. 26 of 1900.]

(*b*) Rates shall be quoted in all rate lists at "per maund" or "per wagon." The quotations to be in rupees, annas and pies.

When wagon rates are quoted, it should be clearly stated whether the rates apply on the full marked carrying capacity of the wagon used or not, *i.e.*, up to what weight the wagon rate applies and what rates are applicable for quantities loaded in excess of that weight.

(*c*) The rates quoted for freight shall, except where otherwise specified by public notice, include all such services as marking, weighing, making out receipts, and loading and unloading.

32. (*a*) Advices of all changes of rates, fares, classifications, rebates and conditions shall be issued bi-monthly and shall be despatched not later than the first day of the following months in each year, namely, the 1st of February, the 1st of April, the 1st of June, the 1st of August, the 1st of October and the 1st of December.

Changes of rates, fares, etc. [A]

[Reso. 31 & 82 of 1900.]

(*b*) The receiving railway or railways may despatch one advice of consequent alterations before the first day of the month following the first advice of alteration. Such consequent alterations shall apply only to rates affected by the changes notified in the first instance. These advices under (*a*) and (*b*) respectively (twelve copies, or such other number as may be agreed on) shall be sent only once bi-monthly to all railways with which there is through-booking, a *nil* form being sent when no alteration is proposed.

(*c*) The railway originally notifying cannot give notice of a further change till the expiry of two months after that in which the first advice is required to be given.

(*d*) The rates, etc., so advised shall become operative from the first day of the second month following that in which they are required to be notified under clauses (*a*) and (*b*).

*Example—*

Railway *A* may give notice to Railway *B* not later than the 1st of April. The rates, etc., contained in such notice will come into force on the 1st of June.

Railway *B* may give notice not later than the 30th of April of consequent alterations. Such consequent alterations will also come into force on the 1st of June.

No further alteration can be brought into force on the 1st of June, but must form the subject of fresh notice under clause (*a*) of this Regulation.

(*e*) With the consent of all railways interested, any railway or railways may introduce or alter through rates with immediate effect, but in the absence of such consent the procedure shall be as laid down in clauses (*a*) and (*b*) of this Regulation.

(*f*) Any rates notified in contravention of these Regulations shall be inoperative.

(*g*) In the event of any railway, under Conference Resolution No. 51 of 1899, withdrawing from Conference Regulation 32, the railways, parties to the Conference, are not bound to accept the changes in rates notified by the withdrawing railway.

NOTE.—The rules as to changes in rates apply to through rates. Changes in local rates may be introduced at any period, but must be notified to all railways within 14 days after date of introduction.

Freight on articles lost, damaged or unclaimed. [A]

33. (*a*) Freight on goods and parcels lost or damaged shall be debited to compensation account in addition to the amount of the claim.

[Reso. 78 and 81 and ap. Y of 1899.]

(*b*) Freight on goods and parcels left on hand unclaimed shall be charged against the goods or parcels, as the case may be, the railway on which they were left taking the articles and keeping the value thereof; and if the value is less than the amount of the freight, the balance shall be charged against the compensation account of the railway on which the goods or parcels were left.

(*c*) In such cases unrecovered wharfage or demurrage when not covered by the sale value of the package or packages should be written off by the railways on which it was incurred.

Claims on through consignmets. [A]. [Reso. 67 and 81 and ap. Y of 1899.]

34. (*a*) Claims should, after verification, be at once paid by the railway on whom the claim has been made.

(*b*) Failing settlement of liability promptly between the railways concerned, the claims shall be referred to arbitration.

(*c*) Pending result of arbitration, the amount for which a claim has been settled should be temporarily adjusted in mileage division over the railways over which the consignment has been carried. Upon final settlement, the amounts overpaid or underpaid shall be adjusted between the railways concerned.

Apportionment of claims on through goods traffic. [A] [Reso. 57 of 1899.]

35. The following rules shall be observed in the apportionment of compensation claims on through goods traffic:—

(*a*) When a wagon in which damage, deficiency or loss is discovered, arrives at a station with the sending station's seals intact, the sending station shall be held responsible unless the damage, etc., can be proved to have occurred elsewhere.

Station is held to include junctions and transhipping stations; sending station is held to mean the station, junction, transhipping station or other point at which a wagon was last sealed.

(*b*) When a joint station is held responsible under these rules for any damage, deficiency, loss, etc., the amount of the claim shall be debited to joint station expenses.

(*c*) When a seal is not intact and damage, etc., is discovered, the amount of the claim shall be borne by the railway on which the discovery is made, unless it can be proved to have occurred elsewhere.

(*d*) The above rules do not apply to damages caused by wet. In the case of goods carried in through wagons, claims on consignments loaded in covered wagons damaged by wet shall be borne in mileage proportion by all the railways over which the consignment is booked. [Reso. 57 of 1899.]

In the case of transhipment at junctions—

(i) For damage by wet which occurs prior to arrival at a transhipment station, and is detected there on unloading, the line or lines over which the consignment has passed since despatch, or since last transhipment, shall be responsible.

(ii) For damage by wet which occurs at a transhipment station, the joint station (if the staff is joint) shall be responsible; but, where the two lines are separately represented at a transhipment station, the line in whose possession the goods are found wet shall be liable.

(iii) For damage by wet which occurs after loading up at a transhipment station, the line or lines over which the goods are transported up to destination or next transhipment station shall be responsible.

(*e*) Any damage, deficiency, or loss must be notified to the consigning and transhipping stations by telegram tendered for despatch within six hours of the time at which the wagon is opened.

[Reso. 30 of 1900.]

## SECTION II.—*Coaching.*

36. All coaching traffic shall be booked through between all stations of all railways which have through-booking arrangements with each other, provided the stations are open for such traffic.

Through booking of coaching traffic. [A].
[Reso. 81 and ap. Y of 1899.]

36-A. Fares and all charges due by passengers which have not been recovered in the first instance at the starting station, owing to errors by station staff, shall be demanded only at destination, where endeavours shall be made to recover any amounts due. Such demands shall not be made at intermediate stations.

Recovery of excess fares, etc. [A]
[Reso. 27 of 1900.]

Failure to recover at destination will not relieve the forwarding station of responsibility under the existing rules.

(*The Bengal-Nagpur railway dissented from this Regulation.*)

37. (*a*) Except as provided in clause (*b*), when passengers are found on a route by which they are not booked, they shall be sent to destination by the shortest or quickest route, whichever they prefer, the fares, etc., being divided in accordance with the original booking, provided also that the railways carrying the passengers by these routes shall receive their fares, etc., recoverable from the railway or railways owning or jointly working the junction which allowed the mistake to occur.

Passengers travelling by other than booked route. [A].
[Reso. 58 of 1899.]

*Example*—

A third class passenger from Howrah is booked to Lucknow, by way of the Oudh and Rohilkhand railway, from Moghal Sarai; fare over the Oudh and Rohilkhand railway being Rs. 2-9-0. He is carried from Moghal Sarai to Cawnpore by way of the East Indian railway and from Cawnpore to Lucknow by the Oudh and Rohilkhand railway.

[Reso. 23 of 1900.]

The fare from Moghal Sarai to Cawnpore is Rs 2-13-0 (East Indian railway); the fare from Cawnpore to Lucknow is Re. 0-10-0 (Oudh and Rohilkhand railway).

The Oudh and Rohilkhand railway should receive the original fare from Moghal Sarai to Lucknow, Rs. 2-9-0, and the fare from Cawnpore to Lucknow, Re. 0-10-0, the latter being debited to joint station expenses at Moghal Sarai; and the East Indian railway should receive the fare from Moghal Sarai to Cawnpore, Rs. 2-13-0, debitable to joint station expenses at Moghal Sarai.

(*b*) Passengers desirous of adopting an alternative route from any junction may travel by that route on paying the difference, if any, between the booked and diverted route for themselves, servants and luggage. In such cases, the railways carrying the passengers shall share the fares, etc., in proportion to each railway's fare by the route actually travelled.

[Reso. 58 of 1899]

38. At principal stations, passengers or their servants shall be allowed to purchase tickets and book luggage at any time during the day.

Opening of booking offices. [A].
[Reso. 81 and ap. Y of 1899.]

Reserved accommodation to return ticket-holders. [A].
[Reso 81 and ap. Y of 1899.]

39. When reserved accommodation is required by return ticket-holders, each half return ticket shall be accepted as one of the tickets needed to reserve the required accommodation.

Free allowance of passengers' luggage. [B]
[Reso. 81 and ap. Y of 1899.]

40. (*a*) The free allowance of passengers' luggage shall be as follows :—

| | | | | |
|---|---|---|---|---|
| For a first class passenger | ... | ... | ... | 1½ maunds, |
| ,, second class passenger | ... | ... | ... | 30 seers, |
| ,, intermediate class passenger | ... | ... | ... | 20 ,, |
| ,, third class passenger | ... | ... | ... | 15 ,, |

and half these quantities for each child's half ticket.

(*b*) In through-booking in the case of 1st and 2nd class passengers, the bundle of rugs, tiffin basket, and small hand-bags, walking-sticks or umbrellas, and in the case of intermediate and 3rd class passengers, the razai or blanket, which passengers usually take into the carriage with them for their requirements on the journey, shall not be weighed.

(*c*) Holders of return tickets shall be entitled to the free allowance of luggage on both the outward and the return journey.

Return tickets for race horses. [B].
[Reso. 81 and ap. Y of 1899.]

41. Return tickets shall be issued for horses for racing purposes at a fare and a tenth under the following conditions :—

(i) That the horses be carried at owner's risk.

(ii) That three or more horses travel in the same box booked by the same sender.

(iii) That the outward and return journey be completed within six months.

(iv) That before the horses are carried on the return journey, a certificate be produced from the Secretary to the Race Meeting to which the horse was booked that the horse was actually entered.

(v) That horses attending more than one meeting may break journey either on the outward or the homeward route for the purpose of attending other race meetings, always provided that the horses do not travel over the line more than once in the same direction.

(*The Rohilkund and Kumaon, Nilgiri and Darjeeling-Himalayan railways dissented from this Regulation.*)

## SECTION III.—*Goods.*

42. (*a*) In calculating rates per maund, fractions of a pie under one-half shall be omitted, all others being reckoned as one pie.

(*b*) In calculating charges, if the total for each consignment gives a fraction of an anna of six pies or more, such fraction shall be charged as one anna; if the fraction be less than six pies, such fraction shall be dropped.

Method of calculating goods rates. [A]
[Reso. 81 and ap. Y of 1899]

(*c*) Only one minimum charge shall be made, and this minimum charge shall be divided according to mileage.

(*d*) The minimum weight to be despatched by goods train shall be fourteen seers.

(*e*) The minimum distance charged shall be ten miles, subject to a minimum charge of eight annas.

(*f*) Subject to the minimum charge, fractions of a quarter of a maund shall be charged as a quarter of a maund, thus :—

| | | | | |
|---|---|---|---|---|
| 121 | seers | shall be | reckoned as | 3¼ maunds. |
| 26 | ,, | ,, | ,, | ¾ maund. |
| 14 | ,, | ,, | ,, | ¼ ,, |

## Appendix C—*contd.*

(*g*) The rules for fractions and minimum charges contained in this Regulation apply to each class of goods in each consignment.

Penalty charges leviable under section 58 of the Indian Railways Act, 1890. [A].
[Reso. 81 and ap. Y of 1899.]

43. (*a*) The penalties when levied under clauses (2) and (3) of section 58 of the Indian Railways Act, 1890, shall be calculated on the entire distance over which the consignment will be or has been carried.

(*b*) The penalties calculated in accordance with clause (*a*) shall either be entered in the invoice at sending station or, in case of misdeclaration detected after despatch, shall be entered on the invoice at destination, so as to show the amount due to each railway concerned.

(*c*) Any charges incurred under clause (6) of section 58 of the Act shall be defrayed by the railway which detains and examines the goods, such charges, when incurred at a station worked by a joint staff, being debited to joint station expenses.

Invoices. [A]
[Reso. 81 and ap. Y of 1899.

44. There shall not be more than one invoice for each consignment. Invoices shall be sent forward by the train which will arrive first at the destination of the goods.

Stamping invoices with the remark "at railway risk" or "at owner's risk." [A].
[Reso. 52 and 53 of 1900.]

44A. (*a*) The remark "at railway risk" or "at owner's risk" shall be stamped on all invoices.

(*b*) In case of failure to enter the remark "at railway risk" or "at owner's risk" on invoices, the receiving station shall wire to the forwarding station enquiring whether the consignment is booked "at owner's risk" or "at railway risk," and the receiving station shall be held responsible for the collection of the correct charges.

Responsibility in regard to "to pay" invoices. [A].
[Reso. 29 of 1900.]

44B. When undercharges are irrecoverable, in the absence of special agreement the following rules shall apply:—

In the case of goods invoiced "To pay," the forwarding station shall be responsible that the correct charges are entered on the invoice for [illegible] proportion due to the forwarding railway; the receiving station sha[illegible] responsible for the proportion due to the receiving railway.

For the charges due to any intermediate railway or railways, if incorrect charges have been entered on the invoice and the error remains undetected before delivery, both the forwarding railway and the railway which effects the delivery shall be responsible for the charge due to intermediate railways in equal division: in all other cases the railway which effects the delivery and collects the charges shall be responsible.

Errors in invoices. [A]
[Reso. 81 and ap. Y of 1899.]

45. In the appointments of freight, the limit to which errors in calculation of freight in each railway's proportion shown on invoices for goods booked through shall be disregarded in the receiving railway's audit office, and in checking division sheets, shall be Re. 1 in respect to both overcharges and undercharges. This does not apply to errors in rate, weight, or classification.

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## CHAPTER IV.—FARES AND RATES.

### SECTION I.—*Coaching traffic.*

Specie. [B].
[Reso. 50 of 1900.]

46. (*a*) Treasure including specie, bullion, gold and silver coin, jewelle[illegible] trinkets, plate, etc., shall be carried at the followin[illegible] *viz.*:—

| | Pies per maund per mile. |
|---|---|
| Up to 27 maunds | 2½ |
| Above 27 and up to 81 maunds | 2 |
| „ 81 „ „ 270 „ | 1½ |
| Over 270 maunds | 1 pie |

provided that the charge for any quantity shall not be less than that for a smaller quantity according to the above scale.

## Appendix C—*contd.*

Escort—

(i) One man is allowed to travel free, both on the outward and return journey, as a third class passenger, when the consignments of treasure are over 54 and under 135 maunds.

(ii) Two men when consignments are from 135 to under 270 maunds.

(iii) Four men with conignments of 270 maunds and over.

(*b*) The minimum charge for treasure shall be as for one maund, fractions of a maund above one maund being charged for as follows :—

Under 10 seers as 10 seers.
Exceeding 10 seers, but not exceeding 20 seers as 20 seers.
" 20 " " " 30 " 30 "
" 30 " " " 40 " 40 "

(*c*) Copper coin by passenger train in quantities of five maunds and under shall be carried at the rates of two pies per maund per mile on actual weight subject to the minimum, for luggage, of 10 seers; in quantities over five maunds, at one pie per maund per mile, subject to a minimum charge as for 10 maunds.

Horses. [B]. [Reso. 81 and ap. Y of 1899.]

47. The rates for the conveyance of horses shall be as follows :—

Two annas per mile for the first horse, and for every additional horse one anna, subject to a minimum of five rupees for each horse box: this minimum charge being respective of the gauge and number of railways to be passed over.

(*The Madras railway dissented from this Regulation.*)

Carriages. [B]. [Reso. 81 and ap. Y of 1899.]

48. Carriages shall be carried at the following rates :—

(*a*) A single carriage or palanquin, three annas per mile.

(*b*) When two or more vehicles are sent together by the same consignor to the same station on one truck, the charge shall be four and a half annas per mile.

(*c*) The minimum charge shall be five rupees for each truck, irrespective of the gauge and number of railways to be passed over.

(*The Madras railway dissented from the whole of this Regulation.*)

Dogs. [B]. [Reso. 81 and ap. Y of 1899.]

49. (*a*) The charge for dogs shall be four annas for every fifty miles or fraction thereof divided in mileage proportion between the railways concerned.

(*b*) Return tickets shall be issued for dogs at double the sum of the single fares, and be available for the same periods as return tickets issued to passengers.

Small animals and poultry. [B]. [Reso. 81 and ap. Y of 1899.]

50. The following shall be charged at dog rates :—

(*a*) Puppies, cats, kittens, mongooses, ferrets, rabbits, monkeys, guinea-pigs, and other small animals not in cages, separately for each animal.

(*b*) Live turkeys, geese, ducks, and other poultry, if not in baskets, hampers, or coops, separately for each bird.

Larger animals. [B]. [Reso. [illegible] ap. Y of 1899.]

51. The following shall be charged at double the dog rates when carried in passenger trains, not more than three animals being sent by each train :—

(*a*) Calves, goats, sheep, pigs and other small animals for breeding, agricultural, or sporting purposes, separately for each animal. Young kids lambs, alone or with parent animals, shall be charged as goats or sheep.

(*b*) Small deer, bears, and cubs of wild animals, separately for each animal.

Corpses. [B]. [Reso. 81 and ap. Y of 1899.]

52. Corpses shall be carried at eight annas a mile for each, subject to a minimum of five rupees for each corpse.

Appendix C.
Important documents.

## Appendix C—*contd.*

Parcels and passengers' luggage. [A].

53.* The rates for parcels and luggage shall be as follows:—

(*a*) Parcels shall be charged by either weight or measurement, whichever gives the greater charge, two cubic feet being considered equal to ten seers in weight.

[A].

(*b*) Each parcel shall be charged for separately.

[B].

(*c*) Parcels not exceeding one cubic foot by measurement, or five seers in weight—

(*i*) When the weight does not exceed two and a half seers, four annas per 500 miles or fraction of 500 miles, subject to a maximum charge of one rupee.

(*ii*) When the weight does not exceed five seers, four annas per 250 miles or fraction of 250 miles, subject to a maximum charge of two rupees.

(*d*) Parcels exceeding one cubic foot in contents or five seers in weight shall be charged at the rates shown in the following table, provided that when lower rates than those shown in the table can be secured by re-booking at any station, it shall be optional with any railway to charge the sum of the rates from the despatching station to such re-booking station, and from such re-booking station to destination.

[B]. [Reso. 68 and ap. T of 1899]

*Rate list for luggage and parcels.*

| Distance in miles. | | | | Weight. | | | | | | | | Additional charge for fractions in excess of even maunds. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Not exceeding 10 seers. | | Exceeding 10 seers, but not exceeding 20 seers. | | Exceeding 20 seers, but not exceeding 30 seers. | | Exceeding 30 seers, but not exceeding 40 seers. | | |
| | | | | Rs. | As. | Rs. | As. | Rs. | As. | Rs. | As. | |
| | Not exceeding | | 25 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 4 | |
| Exceeding | 25 | but not exceeding | 50 | 0 | 4 | 0 | 4 | 0 | 8 | 0 | 8 | |
| „ | 50 | „ | 75 | 0 | 4 | 0 | 8 | 0 | 12 | 0 | 12 | |
| „ | 75 | „ | 100 | 0 | 4 | 0 | 8 | 0 | 12 | 1 | 0 | |
| „ | 100 | „ | 125 | 0 | 8 | 0 | 12 | 1 | 0 | 1 | 4 | |
| „ | 125 | „ | 150 | 0 | 8 | 0 | 12 | 1 | 0 | 1 | 8 | |
| „ | 150 | „ | 175 | 0 | 8 | 1 | 0 | 1 | 4 | 1 | 12 | |
| „ | 175 | „ | 300 | 0 | 8 | 1 | 0 | 1 | 8 | 2 | 0 | |
| „ | 300 | „ | 325 | 0 | 12 | 1 | 4 | 1 | 12 | 2 | 4 | |
| „ | 325 | „ | 350 | 0 | 12 | 1 | 4 | 2 | 0 | 2 | 8 | |
| „ | 350 | „ | 450 | 0 | 12 | 1 | 8 | 2 | 4 | 3 | 0 | |
| „ | 450 | „ | 475 | 1 | 0 | 1 | 12 | 2 | 8 | 3 | 4 | |
| „ | 475 | „ | 500 | 1 | 0 | 1 | 12 | 2 | 12 | 3 | 8 | |
| „ | 500 | „ | 600 | 1 | 0 | 2 | 0 | 3 | 0 | 4 | 0 | |
| „ | 600 | „ | 625 | 1 | 4 | 2 | 4 | 3 | 4 | 4 | 4 | |
| „ | 625 | „ | 650 | 1 | 4 | 2 | 4 | 3 | 8 | 4 | 8 | |
| „ | 650 | „ | 750 | 1 | 4 | 2 | 8 | 3 | 12 | 5 | 0 | |
| „ | 750 | „ | 775 | 1 | 6 | 2 | 12 | 4 | 0 | 5 | 4 | |
| „ | 775 | „ | 900 | 1 | 6 | 2 | 12 | 4 | 2 | 5 | 8 | |
| „ | 900 | „ | 925 | 1 | 9 | 3 | 0 | 4 | 6 | 5 | 12 | |
| „ | 925 | „ | 950 | 1 | 9 | 3 | 0 | 4 | 10 | 6 | 0 | |

The amounts entered in the respective columns.

* *Vide* Resolution No. 81 and appendix Y to the Proceedings of the Railway Conference of 1899, *except where otherwise specified.*

## Appendix C—*contd.*

*Rate list for luggage and parcels*—contd.

| Distance in miles. | Weight. Not exceeding 10 seers. | | Exceeding 10 seers, but not exceeding 20 seers. | | Exceeding 20 seers, but not exceeding 30 seers. | | Exceeding 30 seers, but not exceeding 40 seers. | | Additional charge for fractions in excess of even maunds. |
|---|---|---|---|---|---|---|---|---|---|
| | Rs. | As. | Rs. | As. | Rs. | As. | Rs. | As. | |
| Exceeding 950 but not exceeding 1,050 | 1 | 9 | 3 | 2 | 4 | 12 | 6 | 4 | |
| „ 1,050 „ „ 1,075 | 1 | 12 | 3 | 6 | 5 | 0 | 6 | 8 | |
| „ 1,075 „ „ 1,100 | 1 | 12 | 3 | 6 | 5 | 4 | 6 | 12 | |
| „ 1,100 „ „ 1,200 | 1 | 12 | 3 | 8 | 5 | 6 | 7 | 2 | |
| „ 1,200 „ „ 1,225 | 2 | 0 | 3 | 12 | 5 | 10 | 7 | 6 | |
| „ 1,225 „ „ 1,250 | 2 | 0 | 3 | 12 | 5 | 14 | 7 | 10 | |
| „ 1,250 „ „ 1,333 | 2 | 0 | 4 | 0 | 6 | 0 | 8 | 0 | |
| „ 1,333 „ „ 1,358 | 2 | 4 | 4 | 4 | 6 | 4 | 8 | 4 | |
| „ 1,358 „ „ 1,383 | 2 | 4 | 4 | 4 | 6 | 8 | 8 | 8 | |
| „ 1,383 „ „ 1,500 | 2 | 4 | 4 | 8 | 6 | 12 | 9 | 0 | |
| „ 1,500 „ „ 1,525 | 2 | 8 | 4 | 12 | 7 | 0 | 9 | 4 | |
| „ 1,525 „ „ 1,550 | 2 | 8 | 4 | 12 | 7 | 4 | 9 | 8 | |
| „ 1,550 „ „ 1,666 | 2 | 8 | 5 | 0 | 7 | 8 | 10 | 0 | |
| „ 1,666 „ „ 1,691 | 2 | 12 | 5 | 4 | 7 | 12 | 10 | 4 | |
| „ 1,691 „ „ 1,716 | 2 | 12 | 5 | 4 | 8 | 0 | 10 | 8 | |
| „ 1,716 „ „ 1,833 | 2 | 12 | 5 | 8 | 8 | 4 | 11 | 0 | |
| „ 1,833 „ „ 1,858 | 3 | 0 | 5 | 12 | 8 | 8 | 11 | 4 | |
| „ 1,858 „ „ 1,883 | 3 | 0 | 5 | 12 | 8 | 12 | 11 | 8 | |
| „ 1,883 „ „ 2,000 | 3 | 0 | 6 | 0 | 9 | 0 | 12 | 0 | |
| „ 2,000 „ „ 2,025 | 3 | 4 | 6 | 4 | 9 | 4 | 12 | 4 | |
| „ 2,025 „ „ 2,050 | 3 | 4 | 6 | 4 | 9 | 8 | 12 | 8 | |
| „ 2,050 „ „ 2,166 | 3 | 4 | 6 | 8 | 9 | 12 | 13 | 0 | |
| „ 2,166 „ „ 2,191 | 3 | 8 | 6 | 12 | 10 | 0 | 13 | 4 | |
| „ 2,191 „ „ 2,216 | 3 | 8 | 6 | 12 | 10 | 4 | 13 | 8 | |
| „ 2,216 „ „ 2,333 | 3 | 8 | 7 | 0 | 10 | 8 | 14 | 0 | |
| „ 2,333 „ „ 2,358 | 3 | 12 | 7 | 4 | 10 | 12 | 14 | 4 | |
| „ 2,358 „ „ 2,383 | 3 | 12 | 7 | 4 | 11 | 0 | 14 | 8 | |
| „ 2,383 „ „ 2,500 | 3 | 12 | 7 | 8 | 11 | 4 | 15 | 0 | |
| „ 2,500 „ „ 2,525 | 4 | 0 | 7 | 12 | 11 | 8 | 15 | 4 | |
| „ 2,525 „ „ 2,550 | 4 | 0 | 7 | 12 | 11 | 12 | 15 | 8 | |
| „ 2,550 „ „ 2,666 | 4 | 0 | 8 | 0 | 12 | 0 | 16 | 0 | |
| „ 2,666 „ „ 2,691 | 4 | 4 | 8 | 4 | 12 | 4 | 16 | 4 | |
| „ 2,691 „ „ 2,716 | 4 | 4 | 8 | 4 | 12 | 8 | 16 | 8 | |
| „ 2,716 „ „ 2,833 | 4 | 4 | 8 | 8 | 12 | 12 | 17 | 0 | |
| „ 2,833 „ „ 2,858 | 4 | 8 | 8 | 12 | 13 | 0 | 17 | 4 | |
| „ 2,858 „ „ 2,883 | 4 | 8 | 8 | 12 | 13 | 4 | 17 | 8 | |
| „ 2,883 „ „ 3,000 | 4 | 8 | 9 | 0 | 13 | 8 | 18 | 0 | |

The amounts entered in the respective colum

Appendix C. Important documents.

## Appendix C—*contd.*

(*e*) Passengers' luggage, whether booked for conveyance by the same train in which the owner travels or not, shall be charged at the rates given in clause (*d*) by weight only; and when booked by sender to self, shall be charged upon the gross weight of the total number of packages. [B].

(*f*) Excess luggage and parcels containing perishable or dangerous goods or human ashes shall be prepaid. The prepayment of parcels not containing perishable or dangerous goods or human ashes shall be optional. Prepayment of freight on luggage and parcels. [A]. [Reso. 81 and ap. Y of 1899 and Reso. 64 of 1900.]

(*g*) Parcels exceeding forty seers in weight or eight cubic feet in measurement shall be booked only if accommodation will allow. Heavy or bulky parcels. [A].

(*h*) The charges for parcels and luggage shall be reckoned on the through distance as if it were one railway, with one minimum only, and shall be divided in mileage proportion. [A].

(*i*) No charge shall be made to the public for the distance parcels are missent through the fault of another railway. Missending of parcels. [A].

(*j*) When parcels or luggage are booked by one route and sent in error over another, the charges actually collected shall be divided upon the mileage over which the consignment is actually conveyed, provided that the railway which makes the error shall not receive in division more than the amount of its charge by the proper route—that is, that if in consequence of the error the consignment is carried a longer distance over the line which makes the error than it would have been if it had been sent by the proper route, the line which makes the error shall receive only its freight by the proper route, the balance collected being in that case divided between the other railways in mileage proportion. Division of freight of parcels, luggage, etc., booked by one route and sent in error over another. [A].

[*The East Indian and Madras railways dissented from clause (h) of this Regulation.*]

54.* Unless under special arrangements between railways, the following shall be charged at parcel rates :— Miscellaneous articles at parcel rates. [B].

(*a*) Plants and shrubs.

(*b*) Sporting ammunition and fog-signals, each package not exceeding twenty seers in weight, and loaded cartridges and percussion caps, without restriction as to weight. Not more than three packages shall be despatched in the same train.

(*c*) Perambulators, and jinrickshaws.

*Exception.*—The charge for an unpacked perambulator shall be as for two maunds, and that for an unpacked jinrickshaw with shaft detached shall be as for four maunds. If accompanying the owner as luggage at these weights, subject to the ordinary free allowance.

(*d*) Unpacked bicycles and tricycles shall be charged as for one maund and two maunds, respectively, and shall be carried at the sole risk of the owner. When accompanying the owner as luggage, they shall not be subject to the free allowance. They shall be carried at railway risk, packed, at parcel rates on actual weight, subject to a minimum as for one maund for bicycles and two maunds for tricycles. [Reso. 13 of 1899 and Reso. 60 of 1900.]

(*e*) Puppies, cats, kittens, mongooses, ferrets, rabbits, monkeys, guinea-pigs and other small animals when in cages.

(*f*) Turkeys, geese, ducks, or other poultry, alive or dead, in hampers, baskets, or coops.

(*g*) Birds in hand.*

(*h*) Dead poultry and small game, and when accompanying the owner as luggage.

* *Vide* Resolution No. 81 and appendix Y to the Proceedings of Railway Conference of 1899, *except where otherwise specified.*

(*i*) Dead wild animals.

[Reso. 64 of 1900 ] (*j*) Human ashes, which shall be packed in air-tight cases.

55. Unless under special arrangements between railways, the following shall be carried at half parcel rates, subject to a minimum charge of two annas :—

Articles at half parcel rates, [B]. [Reso. No. 81 and ap. Y of 1899.]

(*a*) Fish, fruit, vegetables, bazar baskets, meat, and ice.

(*b*) Betel and pan leaves, if carreid by passenger train.

(*c*) Commercial traveller's luggage, including packages of samples, by passenger train, no free allowance being given.

(*d*) Cut flowers.

(*e*) Newspapers.

56. Unless under special arrangements between railways, the following shall be carried at quarter parcel rates, subject to a minimum charge of two annas :—

Articles at quarter parcel rates. [B]. [Reso. 81 and ap. Y of 1899.]

Ice blankets, numdahs, boxes, and other packages returned empty in which articles have been carried, at either parcel or half parcel rates.

## SECTION II.—*Goods traffic.*

57. (*a*) The rate for low-priced horses, ponies, mules, donkeys, horned cattle, or other animals, except pigs, sheep, goats, wild animals, camels, or elephants, carried in vehicles other than horse-boxes, by goods or mixed trains, shall be as follows :—

Horses, etc. [B.] [Reso. 81 and ap. Y of 1899.]

| | Railway risk. Per truck per mile. | Owner's risk. Per truck per mile. |
|---|---|---|
| Four animals and less | 4 annas. | 3 annas. |
| More than four animals in one truck | 8 pies for each additional animal. | 6 pies for each additional animal. |

One attendant with each truck load shall be carried free.

(*b*) If the animals are sent at railway risk, the sender shall be required either to insure or to execute a risk note (Form F) limiting the railway liability to fifty rupees for each animal; if sent at owner's risk, the sender must execute a risk note on Form B.

## SECTION III.—*Insurance.*

Goods and parcels, [B]. [Reso. 81 and ap. Y of 1899 ]

58. (*a*) The rates for insurance of goods, parcels, etc., shall be as follows :—

| Articles. | Rate of insurance per cent. in rupees on declared value. |
|---|---|
| On art pottery and all articles made of glass, china, or marble. | Four annas per 100 miles or fraction of 100 miles. |
| Gold, silver, and all other excepted articles | Two annas per 100 miles or fraction of 100 miles. |

subject to a maximum of one per cent.

(*b*) The insurance shall, in no case, be less than two rupees for the whole distance.

## Appendix C—*contd.*

Animals [B.]
[Reso. 81 and ap. Y of 1899.]

59. The rates for insurance of animals shall be as follows:—

| Description of animals. | Rate for insurance per 100 miles or part of 100 miles. |
|---|---|
| Horses . . . . . | One per cent. on the excess value over Rs. 500 as declared. |
| Low-priced horses, ponies, donkeys, mules, cattle and camels. | One per cent. on the excess value over Rs. 50 as declared. |
| Dogs, sheep, pigs and goats . . . | One per cent. on the excess value over Rs. 10 as declared. |

In no case shall the insurance charge be less than two rupees.

Method of calculating insurance charges. [A].
[Reso. 81 and ap. Y of 1899.]

60. The charges for insurance prescribed in Regulations 58 and 59 shall be calculated on the total distance, shall be subject to one minimum, and shall be divided in mileage proportion.

## Appendix C—*contd.*

*Resolutions passed by the Railway Conference of 1900, which are not embodied in the Conference Regulations.*

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Resolution No. 2. That the scale of voting powers printed in appendix L of the Conference Proceedings of 1899, be adopted with the following revisions, on the basis of the traffic of 1899 :—

| | | | | | | |
|---|---|---|---|---|---|---|
| From | 250 | to | 400 | million | freight ton-miles | 7 votes. |
| Above | 400 | to | 600 | „ | „ | 8 „ |
| „ | 600 | to | 800 | „ | „ | 9 „ |
| „ | 800 | to | 1,000 | „ | „ | 10 „ |
| „ | 1,000 | to | 1,500 | „ | „ | 11 „ |
| „ | 1,500 | | | „ | „ | 12 „ |

Where under the scale adopted, an increased voting power is due to any railway on the current or a subsequent year's traffic or mileage open, the increased voting power may be claimed by that line to have immediate effect.

The number of votes on mileage and freight ton-mileage to be in each case divided by two. In grand total all fractions to be reckoned as one.

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Resolution No. 3. That Resolution No. 51 as passed at the Conference of 1899 be now confirmed. It reads as follows :—

(*a*) That subject to the reservation in clause (*b*) below, all regulations (except those fixing rates and fares to be enumerated in a list to be subsequently prepared and appended to the final proceedings of this Conference) carried at the Railway Conference by not less than two-thirds of the votes of the railways who vote, shall, subject to confirmation by the Government of India and the Boards of the several railways interested, be binding on all railways parties to the Conference Regulations.

(*b*) That after the regulations passed at a Conference have been in operation for a period of six months, any railway or railways shall be at liberty, after giving six months' simultaneous notice to the Secretary to the Conference and all railways parties to the Conference, to withdraw from any regulation or regulations. This withdrawal shall only apply to transactions with the railway or railways giving the six months' notice.

(*c*) That all railway administrations who are parties to the Railway Conference shall constitute a Standing Committee to decide on disputed questions arising out of Conference rules in force.

(*d*) That railways having such disputes shall submit their cases to the Secretary of the Railway Conference, who shall circulate them to the aforesaid Standing Committee for opinion, and a decision carried by not less than two-thirds of the votes of such Committee shall have the force of a Conference Regulation.

(*e*) That in case of the majority being less than as provided for in clause (*d*), the question as between the railways concerned shall, unless those railways by mutual consent accept the opinion of the majority of the Conference, be decided by arbitration.

(*f*) That the scale of voting shall be that adopted at the Railway Conference immediately preceding the reference, subject to revision from time to time on account of alterations in mileage, etc.

Resolution No. 5. Resolved that the statement* showing the votes possessed by each delegate calculated on the basis agreed to in Resolution No. 2 be read and recorded.

**Vide* below.

*Scale for votes on mileage basis.*

| | | | |
|---|---|---|---|
| Not exceeding 250 miles | . . | 1 vote. | |
| Above 250 to 500 „ | . . | 2 votes. | |
| „ 500 to 750 „ | . . | 3 „ | |
| „ 750 to 1,000 „ | . . | 4 „ | |
| „ 1,000 to 1,500 „ | . . | 5 „ | |
| Above 1,500 to 2,000 miles | . . | 6 votes. | |
| „ 2,000 to 2,500 „ | . . | 7 „ | |
| „ 2,500 to 3,000 „ | . . | 8 „ | |
| „ 3,000 miles | . . . . | 9 „ | |

## Appendix C—*contd.*

*Scale for votes on freight ton-mileage basis.*

| | | | |
|---|---|---|---|
| Not exceeding 10 million freight ton-miles | 1 vote. | Above 250 million to 400 million freight ton-miles | 7 votes. |
| Above 10 million to 50 million freight ton-miles | 2 votes. | Above 400 million to 600 million freight ton-miles | 8 „ |
| Above 50 million to 100 million freight ton-miles | 3 „ | Above 600 million to 800 million freight ton-miles | 9 „ |
| Above 100 million to 150 million freight ton-miles | 4 „ | Above 800 million to 1,000 million freight ton-miles | 10 „ |
| Above 150 million to 200 million freight ton-miles | 5 „ | Above 1,000 million to 1,500 million freight ton-miles | 11 „ |
| Above 200 million to 250 million freight ton-miles | 6 „ | Above 1,500 million freight ton-miles | 12 „ |

| Railway. | Mileage, open and under construction, on the 31st December 1899. | Half number of votes on mileage basis. | Actual freight ton-mileage for 1899. | Half number of votes on freight ton-mileage basis. | Total number of votes for each delegate. |
|---|---|---|---|---|---|
| East Indian | 2,253¾ | 3½ | 1,941,958,431 | 6 | 10 |
| North-Western | 3,762¼ | 4½ | 942,182,580 | 5 | 10 |
| Bombay, Baroda and Central India | 2,883¼ | 4 | 915,825,308 | 5 | 9 |
| Bengal and North-Western | 1,336½ | 2½ | 165,120,535 | 2½ | 8 |
| Rohilkund and Kumaon | 285 | 1 | 28,377,217 | 1 | |
| Bengal Dooars | 153 | ½ | 1,032,780 | ½ | |
| Great Indian Peninsula | 1,560½ | 3 | 790,200,469 | 4½ | 8 |
| Eastern Bengal | 1,048¾ | 2½ | 237,724,111 | 3 | 7 |
| Calcutta Port Commissioners' | 8½ | ½ | 1,006,686 | ½ | |
| Southern Mahratta | 1,592¼ | 3 | 177,254,853 | 2½ | 6 |
| Bengal-Nagpur | 1,399 | 2½ | 240,417,180 | 3 | 6 |
| Oudh and Rohilkhand | 1,149¼ | 2½ | 222,274,119 | 3 | 6 |
| Indian Midland | 1,238¼ | 2½ | 169,174,112 | 2½ | 5 |
| Madras | 996 | 2 | 177,597,604 | 2½ | 5 |
| South Indian | 1,313 | 2½ | 116,545,035 | 2 | 5 |
| His Higness the Nizam's Guaranteed State | 735¾ | 1½ | 125,594,486 | 2 | 4 |
| East Coast | 807¾ | 2 | 102,637,439 | 2 | 4 |
| Assam-Bengal | 735¾ | 1½ | 37,427,040 | 1 | 3 |

That rule 4* stand as it is for the following reasons:—

Resolution No. 6.

(i) The existing rule appears to the Conference to provide sufficient precautions for the working of the train following system and no apparent necessity has been shown to exist for the proposed alteration.

(ii) It would be difficult for the first clause of the new rule to be complied with as the staff at a station or signal box cannot always assure the driver of a train that the line on which he is to travel is "absolutely clear of trains and all other known impediments," and such an assurance, if given, might cause misapprehension. Riding and material trollies can at any time be placed on the line between stations.

*Of the General Rules for open lines.

(iii) With regard to the proposed new rule (ii) (*a*), the alteration, if made, would have to be adopted by all railways to which the General Rules have been applied, including some branch or light railways worked on the "train staff and ticket system," where telegraph lines have not been constructed and no comunication exists that would enable one station to ascertain that there is a clear line in the station yard ahead for the reception of the *preceding* train.

(iv) Rule (ii) (*b*) would preclude a *following* train being started, although the necessity may only arise after one train has actually left the station and before it has reached the next; while such a rule would have a tendency to cause the train staff with the first train to neglect to carry out the rules for the protection of trains stopped between stations, if according to their time they supposed a *following* train was not due at that spot, which might cause an accident.

Resolution No. 7. That clause (*b*) of rule 102 read as follows :—

Main signal at "danger." 102. When a main signal is at "danger" or "on," then—

(*a*) if it is placed at a junction, no driver of a train to which such signal applies, shall take the train past the signal, and

(*b*) in any other case, no driver of a train shall take the train past the signal or allow the train to foul the points to which the signal applies, unless the train is brought to a stand and then signalled past by hand by a railway servant appointed in this behalf by an authorized officer.

Resolution No. 8. That the proposed new rule 180 be rejected, and the amalgamation of rules 181 and 182 be not carried into effect, for the following reasons :—

(i) The general application of the use of lighted fusees as signals is considered to be somewhat premature in this country, but if any railway administration can be induced to try what is at present an experimental procedure, there is nothing in the General Rules to prevent such railway issuing the instructions to its staff as a subsidiary rule, and when its value under the varying conditions prevailing in India has been proved on several railways the rule might be introduced generally.

(ii) In a dry part of India the lighted fusee might set fire to valuable jungle and timber. In other parts where jungle fires all along the line are constantly burning, a driver might omit to see the fusee or he might take the lighted jungle to be a fusee light and stop his train thereby causing loss of time and detention. In a wet district or during the monsoon, the fusee would be very likely to be extinguished by falling into water or by heavy rain.

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Resolution No. 9. That demurrage is leviable on wagons sent by special arrangement for back loading a particular class of traffic; but the Conference recognises the difficulty which exists in the coal traffic, and therefore in the case of this traffic only, considers the payment specified in 16 (*c*) should be calculated at twice instead of four times the hire specified in Regulation 14 (*a*).

Resolution No. 10. That Rules 13 and 14 of Conference Regulations remain unaltered in regard to vehicles not fitted with vacuum brake.

Resolution No. 12. That the consideration of Question No. 16 of the present Conference, so far as standard gauge goods stock is concerned, be not further proceeded with at present, it being impossible owing to the abnormal nature of the past season's traffic, to say, so far, what has been the result of the working of the new rule; and that the matter be reconsidered a year hence, either in full Conference or by the Standing Committee.

Resolution No. 14. The object being to ascertain what the return was on wagons sent to a foreign line under the old rules as compared with that under the new; also whether the time wagons were absent was greater under the old or new rules, it is proposed that actual statistics be taken out

for the months of April 1899 and 1901 (1) under the old rules, (2) under the new rules, and be submitted by all railways parties to the Conference to the Secretary, Railway Conference, not later than 1st August 1901, short and long distance traffic, that is, under and over 100 miles being separately dealt with, and that a Sub-Committee composed of Messrs. Lightfoot, Dunsterville and Dwane be appointed and requested to draw up a form for the approval of the Conference, in which the required information can be recorded.

Resolution No. 15.

That when empties are hauled over an intermediate railway in transit to another for purposes other than back loading, the charge for the haulage is a matter for mutual arrangements between railways, but in the opinion of the Conference not more than two annas per standard gauge vehicle and 1½ annas per metre gauge vehicle per mile should be charged.

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Resolution No. 16.

That the rates proposed in paragraph 3 of the note by the Secretary of the Railway Conference, Question No. 32, as accepted by the East Indian Railway, *viz*:—

I.—For a special train of not more than nine ordinary coaching vehicles, including two brake-vans, to be used for luggage, the minimum charge shall be Rs. 3 per mile with a minimum total charge of Rs. 200;

II.—That a bogie carriage shall be reckoned as two ordinary vehicles;

III.—That an additional charge shall be made of 6 annas per mile for each ordinary vehicle and 8 annas per mile for each bogie carriage in excess of nine;

IV.—That for an additional engine, there shall be further charge of Rs. 2-8-0 per mile;

be recommended for adoption for the standard gauge in the case of the officials* referred to in paragraphs 2 and 7 of the same note (but not Native Chiefs) and the following rates be adopted for the metre gauge:—

*High officials of Government.

I.—For a special train of not more than nine ordinary coaching vehicles, including two brake-vans, to be used for luggage, the minimum charge shall be Rs. 2 per mile with a minimum total charge of Rs. 150;

II.—That a bogie carriage shall be reckoned as two ordinary vehicles;

III.—That an additional charge shall be made of 4 annas per mile for each ordinary vehicle and 6 annas per mile for each bogie carriage in excess of nine;

IV.—That for an additional engine there shall be further charge of Rs. 2-0-0 per mile;

and that the existing demurrage charges for detentions and stoppages *en route* and empty haulage charges as laid down in paragraph 1 of Government of India Circular No. 7 Railway of 5th September 1894, be adhered to.

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Resolution No. 17.

That the attention of the Government of India be invited to the following proposal by Mr. A. Muirhead, recorded as No. XXII of the proceedings of Committee No. 1 of 17th September 1900.

That the Committee venture to hope, as such low rates have been recommended for the officials concerned, that they will further the public and the railway convenience by travelling by special train whenever practicable.

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Resolution No. 18.

That the *N.B.* paragraph to Regulation 7 does apply to both coaching and goods stock.

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## Appendix C—*contd.*

Resolution No. 19. That the existing Regulation No. 7 stand as it is with the omission of the *N. B.* paragraph.

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Resolution No. 21. That it is unnecessary to fix any limit of time within which audit adjustments of through traffic accounts may be made.

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Resolution No. 23. That under Regulation 37 it may happen that the railways owning the booked route may be entitled to a larger share of a fare than they would have earned if they had actually carried the passenger by the booked route.

That the rule, as it stands, is perfectly clear, and no modification would make it clearer.

The following example illustrating the working of the regulation should, however, be added:—

A 3rd class passenger from Howrah is booked to Lucknow, by way of the Oudh and Rohilkhand railway, from Moghal Sarai; fare over the Oudh and Rohilkhand railway being Rs. 2-9-0. He is carried from Moghal Sarai to Cawnpore by way of the East Indian railway and from Cawnpore to Lucknow by the Oudh and Rohilkhand railway.

The fare from Moghal Sarai to Cawnpore is Rs. 2-13-0 (E. I. Ry.); the fare from Cawnpore to Lucknow is Rs. 0-10-0 (O. & R. Ry.)

The Oudh and Rohilkhand railway should receive the original fare from Moghal Sarai to Lucknow, Rs. 2-9-0, and the fare from Cawnpore to Lucknow, Rs. 0-10-0, the latter being debited to joint station expenses at Moghal Sarai; and the East Indian railway should receive the fare from Moghal Sarai to Cawnpore, Rs. 2-13-0, debitable to joint station expenses at Moghal Sarai.

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Resolution No. 24. That the remission of wharfage charges on goods and parcels traffic at joint stations shall be made entirely at the discretion of the railway working the junction, the railway or railways working into the junction having equally the right to remit wharfage on its or their own consignments.

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Resolution No. 25. That the following be added as clause (*c*) to Resolution No. 44 of the Railway Conference of 1899:—

(*c*) That in the case of three or more railways working into a junction, the net amount after deduction of the suitable proportion (as agreed upon by the railways concerned) of the working expenses to meet the passing traffic, be divided in the proportion of weight of the interchanged and local traffic of each railway using the junction.

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Resolution No. 28. That no action be taken on the following issue as set forth on the papers on this Question*:—

(1) Whether the Government of India should be moved to empower railways to prefer claims for the recovery of under charges on consignments, delivery of which has been taken on payment of the freight demanded, within such a period as is merely sufficient for the audit office to check charges.

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Resolution No. 36. That Regulation 3 (*b*) remain as it is.

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* Question No. 26 (Power of railway administrations to recover undercharges).

Resolution No 37. That a yearly Conference be held with a paid Secretary and office staff; that the latter have their head-quarters at Simla, but that the Conference be held each year at such place as may be determined on at the previous Conference.

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Resolution No. 38. That the administrations of the various railways recommend Government or their Boards to contribute towards the cost of keeping up the necessary permanent establishment, the cost being apportioned between the several railways in direct proportion to their voting powers. The approximate cost is believed to be about Rs. 260 per vote per annum.

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Resolution No. 40. That this Conference is of opinion that the recommendations contained in Resolution No. 30 of the last Conference should be carried out in their entirety before the practicability of establishing a Central Clearing House or District Clearing Houses can be demonstrated, and that it is most important that the officer deputed should be able to visit the principal railways in India to investigate the various questions and confer with the officers of each railway before forming his conclusions.

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Resolution No. 41. That Conference Regulation 19 (*e*) stand as it is.

Resolution No. 42. That Regulation 21 (*a*) stand as it is without addition.

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Resolution No. 43. That the Government of India be moved to suggest to Inspecting Officers that in most cases it would suffice to hold one formal annual inspection at which they should be accompanied by representatives of the railway, it being open to an Inspecting Officer to hold other inspections at his discretion and convenience.

Resolution No. 44. That issue (*a*), which runs as follows—

> (*a*) If a railway refuse to accept a claim made under a binding Conference Regulation, should the case be referred to the Standing Committee? and if not, what procedure should be adopted?

is governed by Resolution 51 (*c*) and (*d*) of the Conference Proceedings of 1899; and that in regard to issue (*b*), which reads as under—

> (*b*) May a railway refuse to settle a claim which, it admits is just *under a binding Conference Regulation* by attempting to set off against it a disputed claim *not* made under a Conference Rule?

The reply is *no*.

Resolution No. 45. That paragraph 8 (*a*) of schedule C to Government of India Circular No. 8 Ry., dated 4th May 1895, should be modified so as to read as follows:—

> The loading of the wagons should actually be done by the sender, but that the forwarding railway should, except in cases when the loading is done at a private siding at a distance from the railway goods shed, supervise the loading and should be held responsible that only one wagon of a consignment is lightly loaded, and that this wagon as containing the balance of a consignment should not be charged on the carrying capacity of the wagon but on the minimum agreed to. Also that when a consignment is depatched on which a minimum charge per wagon is made, the sender's acceptance of this charge should be taken on the forwarding note; further that the minimum weight for charge for a standard gauge wagon be 150 maunds and for a metre gauge wagon 100 maunds.

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Resolution No. 46. That, in the opinion of the Conference, schedule C to Government of India Circular No. 8 Ry., dated 4th May 1895, does not empower any Railway company that has adopted that schedule to levy a short distance charge in the case of railway materials and stores, excluding coal, carried for foreign railways, and that no modification of paragraph 7 of the schedule is necessary or desirable in this respect.

Resolution No. 47. That the Government of India be moved to declare that the rates laid down in schedule C to Government of India Circular No. 8 Ry., dated 4th May 1895, are at "owner's risk."

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Resolution No. 48. That Government be moved to reconsider schedules B and C of Circular No. 8 Ry., dated 4th May 1895, with a view to modification.

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Resolution No. 49. That no further action be taken regarding this question.*

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Resolution No. 51. That Regulation 28 be cancelled.

Resolution No. 54. That the following procedure be followed in the case of overcharges claimed and unclaimed :—

(*i*) Unclaimed overcharges.

(*a*) Overcharges, either coaching or goods, amounting to not less than Rs. 5, shall be refunded, if discovered not later than six months after the money has been collected, provided the identity of the party to whom the money is due can be established.

Such refunds shall only be made by the railway which collects the money to the person who paid the money, or his order, and the procedure described in paragraph (ii) shall be followed in making the refund. Claimants to these refunds shall be required to establish their claims.

(*b*) To meet the cases of large and well known firms, it may be arranged that such firms as are prepared to sign an undertaking to pay undercharges after delivery shall also be allowed to include in the same agreement an undertaking by the railway to refund all overcharges as soon as discovered ; the limit of time being six months in either case.

(*ii*) Refunds claimed by the public.

(*a*) When a claim for refund, either coaching or goods, is established, the railway which made the collection shall check the claim, and, if due, prepare the overcharge sheet. On certification of the overcharge sheet by its own audit office on behalf of all railways connected with the transaction, the refund shall be at once made to the party concerned, the overcharge sheet being subsequently sent, if necessary, to the several audit and traffic offices concerned for post audit.

(*b*) The railway which collected the money shall be the only railway competent to make a refund under these circumstances. Applications for refunds, if received by the other railway or railways parties to the transaction, shall be forwarded to the railway which is entitled to make the refund for disposal and the claimant advised. If by an error, more is refunded, in any case, in the proportion of any railway or railways, than is actually due, the loss shall be shared in mileage proportion between all the railways concerned.

(*c*) All items not disbursed after the expiry of a period of six months from the date of discovery shall be credited to the railway or railways in whose proportion the overcharge occurred.

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* Question No. 5 (Reweighment of coal at junctions, etc.).

## Appendix C—*contd.*

(*iii*) Legalising transactions.

In recommending these proposals for the consideration of Government and the Boards of the several railways, the Government of India should be moved to empower railways to prefer and recover claims for under-charges due to them within a period of six months: also to legalise the railways being released from all liability in respect to any amount they refund to the best of their knowledge.

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Resolution No. 55. That the Conference recommend to Government the desirability of adopting on all railways the forms* A and B as printed.

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Resolution No. 56. That the consideration of Question No. 2 relating to the introduction of a cooly class on Indian railways be deferred.

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Resolution No. 57. That paragraph 1 against item 4 of appendix P to the Proceedings of the Railway Conference of 1899 should read as follows:—

When in parties of not less than 4, which number may, in the case of children, include attendants in charge (one person for each party), shall be allowed to travel in the next higher class to that for which they pay fares, and 3rd class for half the third class fare, on production of a certificate signed by the Head Master or Mistress or Principal of the school or college to which they belong. Children under 12 and above 3 years of age to be charged half the concession fares. Return tickets are not granted. Each party must travel together in the same train, but not necessarily in the same class of carriage. The number of the party may be increased or decreased *en route*, provided the number does not at any time fall short of the minimum of 4.

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Resolution No. 58. That the answer to issue No. (i) which runs as follows—

(i) Is the Great Indian Peninsula railway bound by the Conference Regulations in regard to the notifying of rates while the other route is not so bound?

is that the Great Indian Peninsula railway is not bound by Conference Regulations.

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Resolution No. 59. (1) That Conference Rule 32 does not prohibit immediate replies being made to competitive rates quoted by railways or combined steamer and railway routes which are not parties to the Conference, and railways parties to the Conference through-booking with such outside routes shall, for the information of all railway parties to the Conference, immediately furnish sufficient information to all railways interested to enable replies to be furnished.

(2) Also that railways so booking with outside routes should, as far as possible, endeavour to make them conform with Rule 32, but nothing in the Railway Conference Rules is intended to make a railway surrender its natural advantages connected with a sea or river route.

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Resolution No. 61. That the question as to the charges for the carriage of Circus troupes is one for special arrangement as traffic offers, and that item 1 of appendix P to the Conference Proceedings of 1899 be amended accordingly.

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Resolution No. 62. That item 13 of appendix P to the Conference Proceedings of 1899 be amended to read as follows:—

That ministers and missionaries, if not less than four in number, shall be allowed to travel first class on payment of second class fare and second class on payment of the next lower class fare, when travelling on business connected with the order or society to which they belong, if provided with a certificate to that effect from the Secretary or other recognized managing official of the society.

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* Forms of warrant for special trains and accommodation by ordinary trains for high officials. Not printed, *vide* pages xlix—li of appendix K to the Proceedings of the Railway Conference of 1900.

Resolution No. 63.

That the Government of India be asked to require the Postal Department to declare the contents of mail bags carried under the weighment system when containing treasure, and to pay freight on them at the special rates quoted for Government treasure.

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Resolution No. 65.

That the rules as printed at pages lxxxii and lxxxiii of the Proceedings of the Railway Conference of 1899 may apply to open line employés temporarily employed on construction, but not to additional staff specially engaged for construction purposes.

That, subject to the exception made in favour of open line men temporarily employed, privilege tickets cannot be granted to employés on construction, the police, postal, telegraph or any department other than employés actually engaged on a railway and paid in full by the railway administration.

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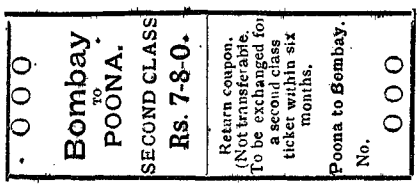
Resolution No. 66.

That the railways, while recognizing the defects complained of, would beg to be allowed to state that the matter is constantly under enquiry and will continue to receive attention; also that all practical precautions possible have, as far as the railways are aware, been adopted. They will, however, welcome any practical suggestion which will tend to improvement, and further suggest that Government be asked to refer the question to the Committee of Locomotive and Carriage Superintendents, which, it is understood, will shortly assemble, for special report; also to appoint a special Committee of experts to consider the question and to offer a suitable reward for the best means of preventing thefts from wagons.

Resolution No. 67.

That in lieu of the coupon suggested in paragraph 8 of appendix U of Conference Proceedings of 1899, *vide* Resolution 70, a ticket, as per specimen on the margin, might be adopted.

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Resolution No. 68.

That Messrs. Thomas Cook & Son be asked to draw up a list of tours they would propose for adoption, and to submit them to the Secretary of the Railway Conference for circulation to the Standing Committee, this Conference being of opinion that they may be able to agree to Messrs. Thomas Cook & Son's terms* as regards such tours as may be acceptable, provided that it can be shewn that the proposals will not interfere with existing traffic, and that it is clearly understood that the object of the proposal is to develop a new traffic.

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Resolution No. 69

That the draft† of a uniform set of leave rules, the whole or any portion of which may be adopted by Indian railways, as formulated by Sub-Committee and approved of by Committee No. 2, be approved of by this Conference and submitted for the favourable consideration of the Government of India and the Boards of Directors of the different railways.

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Resolution No. 70.

That the form‡ be adopted subject to such modifications as may be agreed upon subsequently by the members of the Sub-Committee after any reference found necessary by the auditors of the several railways concerned and made direct to either Messrs. Dwane, Dunsterville or Lightfoot at their respective head-quarters. Any railway not communicating with the Sub-Committee before January 1st will be considered as having no objection, and in case of any railway disagreeing with Sub-Committee the form will be referred by them to the standing Committee, who must reply within two months.

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Resolution No. 71.

That the rules as passed by this Conference be given effect to from 1st January 1901.

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* Not printed, *vide* appendix L to the Proceedings of the Railway Conference of 1900.

† Not printed, *vide* annexure, No. 1, appendix K to the Proceedings of the Railway Conference of 1900.

‡ Referred to in Resolution No. 14. Not printed, *vide* annexure No. 2 appendix K to the Proceedings of the Railway Conference of 1900.

# APPENDICES
of
# CONTRACTS.

# APPENDIX D.

This Indenture, made the 21st day of December 1900, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA (hereinafter called "the Secretary of State") of the one part, and the GREAT INDIAN PENINSULA RAILWAY COMPANY (hereinafter called "the company"), incorporated by an Act of Parliament passed in the session of the 12th and 13th years of the reign of Her present Majesty, intituled "An Act for incorporating the Great Indian Peninsula Railway Company and for other purposes connected therewith," of the other part.

WHEREAS it has been agreed between the parties hereto that the Company shall maintain, manage, and work the Great Indian Peninsula Railway system (as herein-after defined) and the Indian Midland Railway system (as hereinafter defined) during the period and on the terms herein after mentioned.

AND WHEREAS it has been further agreed that the receipts and expenditure of the undertaking (as hereinafter defined) on and after the 1st July 1900, and the accounts relating thereto, shall as from that date be dealt with and kept in manner hereinafter appearing as though the Company had been in possession of and working the undertaking on and from that date.

AND WHEREAS by a contract dated the 2nd day of October 1885, and made between the Secretary of State of the one part and the Indian Midland Railway Company, Limited, of the other part, the Secretary of State agreed during the continuance of that contract to pay to the Indian Midland Railway Company, Limited, out of the revenues of India, interest at the rate of 4 per cent. per annum on a sum of 3,000,000*l.*, which has been raised by the issue by such last-mentioned Company of a share capital for the nominal amount of 3,000,000*l.*

AND WHEREAS in exercise of the powers in that behalf conferred upon the Company by the Great Indian Peninsula Railway Purchase Act, 1900, hereinafter called the Act of 1900, and for the purposes of this Contract, the Company are about to issue a new share or stock capital for the nominal amount of 2,575,000*l.*, and of such new capital a total nominal value of 1,750,000*l.* is to be issued as fully paid up in exchange for 67,047*l.* 17*s.* 9*d.*, part of the annuity payable by the Secretary of State out of the revenues of India, as mentioned in the said Act of 1900, and a total nominal value of 825,000*l.*, being the remainder of such new capital, is to be issued as fully paid up in exchange for stock of the Indian Midland Railway Company, Limited, of the total nominal value of 7,50,000*l.*, such exchange being at the rate of 110*l.*, of the new capital of the Company for every 100*l.* of the stock of the Indian Midland Railway Company, Limited.

AND WHEREAS the Secretary of State may require the Company hereafter to issue the further share or stock capital as fully paid up in exchange for all or part of the remainder of the said stock of the Indian Midland Railway Company, Limited.

AND WHEREAS it has been agreed that, as part of the consideration for the covenants by the Secretary of State hereinafter contained, the Company shall surrender or transfer or cause to be surrendered or transferred to the Secretary of State, or as he may direct, all such part of the said annuity and all such stock of the Indian Midland Railway Company, Limited, as shall be exchanged for shares or stock in the new share capital of the Company as aforesaid.

NOW THIS INDENTURE WITNESSETH, that in pursuance of the powers in this behalf conferred upon the Company by the said Act of 1900, and of every other power in this behalf them thereunto enabling, it is hereby agreed and declared as follows:—

*Interpretation of Terms.*

1. In this Contract—

The expression "Secretary of State" means the Secretary of State in Council of India.

The expression "the Company" means the Great Indian Peninsula Railway Company.

The expression "the Great Indian Peninsula Railway system" means the railways and works of whatever description forming the undertaking

known as the Great Indian Peninsula Railway on the 30th day of June 1900, together with all State railways then or since worked by the Company, except the branch line in Berar, and the works of whatever description thereto belonging, and (without in any way limiting the generality of the preceding definition) shall include the main line of the Great Indian Peninsula Railway and all branches and extensions forming an integral part of that railway.

The expression "the Indian Midland Railway system" means the railways and works of whatever description forming the undertaking of the Indian Midland Railway Company, Limited, on the 30th day of June 1900, and all other railways, including subsidiary lines (with the works belonging thereto), then or since worked by the Indian Midland Railway Company, Limited, as part of their undertaking or in connection therewith, and (without in any way limiting the generality of the preceding definition) shall include the main line of the Indian Midland Railway and all branches and extensions forming an integral part thereof, and worked under the said contract of the 2nd of October 1885, and the subsidiary lines mentioned in the Schedule hereto.

The expression "the undertaking" means the Great Indian Peninsula Railway system and the Indian Midland Railway system, or such part thereof respectively as shall be handed over to the Company for the purposes of this Contract, together with any improvements, alterations, or additions of whatever description that may from time to time be made therein or thereto by or with the sanction of the Secretary of State.

*Duration of Contract.*

2. This Contract shall continue in force for the period of 25 years from the 1st day of July 1900.

*As to the new Capital of the Company and interest thereon.*

3.—(1) The Company shall forthwith create and issue a new share or stock capital of 2,575,000*l.* and of such new capital a total nominal value of 1,750,000*l.* shall be issued by the Company as fully paid up in exchange for 67,047*l.* 17*s.* 9*d.*, part of the annuity payable by the Secretary of State as mentioned in the said Act of 1900, and the remainder of such new capital, being of the total nominal value of 825,000*l.*, shall be issued by the Company as fully paid up in exchange for stock of Indian Midland Railway Company, Limited, of the total nominal value of 750,000*l.* such exchange being at the rate of 110*l.* of the Company's new capital for every 100*l.* of the stock of the said Indian Midland Railway Company, Limited.

(2) The Company shall not, during the continuance of this Contract, without the sanction of the Secretary of State, create and issue any further share or stock capital.

(3) The Company shall from time to time, if and when required so to do by the Secretary of State, increase its new capital by the creation of such further number of shares or amount of stock of such value as the Secretary of State may from time to time prescribe, and shall issue such shares or stock as fully paid up in exchange (at a rate to be agreed upon between the Secretary of State and the shareholders of the Indian Midland Railway Company, Limited) for all or any of the new existing stock of the Indian Midland Railway Company, Limited, which shall not have been previously exchanged for shares in the Company's new capital.

(4) The Company shall, on or forthwith after the issue of any shares or stock in their new capital, at their own cost surrender or transfer or cause to be surrendered or transferred to the Secretary of State, or as he shall direct, all such part or parts of the said annuity payable under the said Act of 1900, and all such stock of the Indian Midland Railway Company, Limited, as shall be exchanged for the shares or stock in the Company's new capital as aforesaid. For the purpose of contribution to the pensions mentioned in sections 56 and 57 of the Act of 1900, but not otherwise such part or parts of the said annuity as shall be so surrendered or transferred shall be deemed to be unclaimed annuities within the meaning of section 65 of the said Act.

4. During the continuance of this Contract the Secretary of State shall, out of the revenues of India, pay to the Company in London half-yearly, on the 1st day of

January and the 1st day of July, interest at the rate of 3 per cent. per annum, calculated to the 31st day of December and the 30th day of June respectively, on the amount for the time being paid up or credited as paid up on the shares or stock in the new capital of the Company which shall for the time being have been issued in pursuance or for the purposes of this Contract with the sanction of the Secretary of State, and the first of such payments shall be made on the 1st day of January 1901.

*As to the Undertaking to be transferred to the Company and matters connected therewith.*

5. The Secretary of State shall subject to the proviso hereinafter contained as soon hereafter as may be reasonably possible, hand over to the Company, for the purposes of this Contract, the Great Indian Peninsula Railway system and the Indian Midland Railway system, together with the rolling-stock, plant, and machinery belonging thereto, and all telegraphic machinery, works, instruments, and appliances (other than and except telegraph wires) then used by the Company or the Indian Midland Railway Company, Limited, for the purpose of their respective systems. Provided always, that the Secretary of State shall be under no obligation to hand over to the Company any subsidiary line forming part of either of the said systems, which belongs to or passes through any native State, or the rolling-stock, plant, or machinery belonging thereto, or the telegraphic machinery, works, instruments, or appliances appropriated thereto, unless and until all such arrangements (if any) have been made with the native State to whom such line belongs or through whose territory it passes, as in the opinion of the Secretary of State may be necessary or desirable to enable him to hand over to and authorise the Company to work such line. The Secretary of State shall endeavour and use his best interest with all such native States as aforesaid to make with them all such arrangements as in his opinion may be necessary or desirable for the purposes aforesaid.

6. So soon hereafter as may be reasonably possible, the Secretary of State shall deliver to the Company, and the Company shall accept for the purposes of the undertaking, all stores belonging to the Great Indian Peninsula Railway system and to the Indian Midland Railway system that may be in hand or in course of delivery, except such as on the representation of the Company, to be made in writing on or before the 30th day of April 1901, the Secretary of State may adjudge to be unserviceable or surplus stores, and except such (if any) as may belong to any subsidiary line belonging to or passing through a native State which the Secretary of State shall not then hand over to the Company, and such last-mentioned stores (if any) shall be handed over to and accepted by the Company when the subsidiary line to which they belong is handed over to the Company.

7. During the continuance of this Contract the Secretary of State shall provide and allow the Company to use such telegraph wires as the Company shall, with the sanction of the Secretary of State, from time to time require for the purposes of the undertaking, shall maintain the said wires in good repair and good working condition; and the Company shall maintain all such telegraphic machinery, works, instruments, and appliances as shall be handed over to them as aforesaid in good repair and good working condition, and shall provide and maintain in the like repair and condition all such additional telegraphic machinery, works, instruments, and appliances (other than wires) as the Company shall with the sanction of the Secretary of State from time to time require for the purposes of the undertaking. The working of the said telegraphs shall be exclusively in the hands of the Company, but the Company, if so directed by the Secretary of State, shall observe the rules for the time being in force in the case of State Railway Telegraphs or such of the said rules as the Secretary of State may from time to time prescribe for their observance, and the Company shall furnish the Secretary of State with such free passes as he may require for persons employed by him in or about the erection, maintenance, or inspection of the said telegraphic wires and telegraph works, machinery, instruments and appliances, or otherwise in connection therewith.

8. If the section of the Great Indian Peninsula Railway between Wadi and Raichur shall be part of the undertaking handed over to the Company, the Secretary of State may at any time require the Company to retransfer such section to him, and the Company shall not claim any compensation in respect of such retransfer. From and after such retransfer the said section shall cease for the purposes of this Contract to be part of the undertaking or of the Great Indian Peninsula Railway system.

9. As soon hereafter as may be reasonably possible, an inventory of the undertaking, and an inventory and valuation of the rolling-stock, plant, and mechinery belonging thereto, as on the 1st of July 1900, shall be made and signed by or on behalf of the Secretary of State and the Company, the valuation, being based on the sums outstanding on that day in the respective capital accounts of the Company and of the Indian Midland Railway Company, Limited.

*As to the Maintenance and Management of the Undertaking.*

10. The Company shall keep the undertaking in good repair, in good working condition, and fully supplied with rolling-stock, plant, and machinery to the satisfaction of the Secretary of State. If the Company shall fail for the space of one calendar month to comply with any requirement in writing of the Secretary of State in regard to the matters aforesaid or any of them, the Secretary of State may enter on the undertaking and execute all such works and provide all such rolling-stock, plant, and machinery as may in his opinion be required for the purposes of the undertaking.

11. The Company shall keep the rolling-stock, plant, and machinery belonging to the undertaking in good repair and in good working condition to the satisfaction of Secretary of State.

12. The Company shall maintain a sufficient staff for the purposes of the undertaking of the satisfaction of the Secretary of State.

13. The Secretary of State may from time to time by notice in writing require the Company to carry out any alteration or improvement in the undertaking or any addition thereto that may in his opinion be necessary for the safety of passengers or for the safety of the public, or for the effectual working of the undertaking, or for the accommodation of the traffic of any railways now or hereafter having junctions with any railway forming part of the undertaking. Such notice shall specify the alteration, improvement, or addition required, and shall also in general terms describe the works to by executed for the purpose of carrying out such alteration, improvement, or addition. On receiving any such notice the Company shall with all reasonable speed commence and proceed to execute the works described therein, the Secretary of State supplying the necessary funds and providing at the cost of the Company any land that may be required for the purpose. If in any case the Company shall neglect to proceed with the proposed works or fail to complete the same to the satisfaction of the Secretary of State, the Secretary of State may enter on the undertaking and execute the said works.

14. The Secretary of State shall provide and maintain, for the purposes of the undertaking, such a force of police as the Company, with the approval of the Secretary of State, shall from time to time require, with this qualification, that in case of difference between the Secretary of State and the Company as to the force required for the preservation of law and order, the determination of the question shall rest with the Secretary of State. The cost of providing and maintaining the force of police required for the purposes of the undertaking shall be taken to be, as from time to time stated by the Secretary of State, and shall be defrayed in the following manner: that is to say, three-tenths shall be borne by the Secretary of State, and the remaining seven-tenths shall be treated as part of the working expenses of the undertaking.

*As to the use and working of the Undertaking, and the conveyance of Traffic.*

15. The Company shall cause to be run so many trains, at such times, at such rates of speed, between such places and with such conveniences and accommodations as the Secretary of State shall from time to time require.

16.—(1) The Secretary of State shall from time to time authorise maximum and minimum rates within which the Company shall be entitled to charge the public for services rendered by way of or in connection with the conveyance of passengers or goods on the undertaking, and shall prescribe the several clauses and descriptions of passengers and goods to which such rates shall be respectively applicable, as well as the extent to which, within the maxima and minima so authorised, the Company may vary the said rates in respect of the distance or weight or special conditions under which such conveyance takes place or services are rendered.

(2) The Secretary of State shall give the Company not less than three months' previous notice in writing of his intention to make any change in the rates or classification so authorised and prescribed, and unless the Company shall assent to such change, it shall not be operative until the expiry of the said notice. Provided that when the Secretary of State shall declare that a change is necessary to meet a public emergency it shall suffice for him to give such shorter notice as he shall consider reasonable.

(3) In making charges to the public for services under this section, the Company shall not, without the special sanction of the Secretary of State, calculate the same otherwise than in accordance with the rates authorised in the manner herein prescribed, or make any reduction by rebate or otherwise that will have the effect of bringing any rate actually paid below the minimum authorised in the manner herein stated. The term "goods" shall, as regards this section, include everything conveyed on the undertaking, passengers only excepted.

17. The Secretary of State may from time to time require the Company to carry out any alteration or improvement in the working of the undertaking that may in his opinion be necessary for the safety of passengers, or for the safety of the public, or for the effectual working of the undertaking.

18. All services which the Secretary of State may require the Company to perform for the Post Office, the Military Department, the Police Department, or any other Department of the State, or for high Government officials (including in such services the conveyance of mails as defined by the Post Office Act or Acts for the time being in force in India, the conveyance of Post Office servants when on duty, the conveyance of troops and sailors, military and naval establishments, horses, and other animals used for military purposes, guns, military stores and equipments, the conveyance of police, prisoners, and paupers, the conveyance of telegraph stores, instruments, officers, and workmen, and of any public stores whatever), shall be performed by the Company on the same general conditions as may for the time being be in force on State Railways, and at such rates as may be approved by the Secretary of State, not being less than the rates in force for the time being for similar services on State Railways of the same gauge.

19. If and whenever during the continuance of the Contract dated the 18th March 1890, and made between the Secretary of State and the Indian Midland Railway Company, Limited, His Highness the Maharajah of Gwalior for the time being desires to travel over or upon that part of the Indian Midland Railway system known as the Sindia State Railway, or any part thereof, after the same shall have been handed over to the Company, the Company shall provide free of cost for the Maharajah and his suite all or such as shall be required of the following accommodation (that is to say), one first-class carriage, one second-class carriage, one third class carriage and one luggage van, with all necessary and proper attendants.

20. The Company shall convey gold and silver bullion and coin and copper coin belonging to the Government of India and the persons in charge thereof at special rates, to be from time to time approved by the Secretary of State.

21. The Company shall from time to time, upon the requisition of the Secretary of State, give precedence to the demands of the Government, whether for freight or passenger accommodation, over all ordinary traffic.

22. All stores intended to be used for the purposes of the undertaking shall be conveyed by the Company at rates to be approved by the Secretary of State, not being less than the actual cost of conveyance.

*Capital.*

22 *a*. All capital moneys required for the purposes of the undertaking shall, at the option of the Secretary of State, either be provided by him, in which case they shall bear interest at the rate of 3½ per cent. per annum, or at such other rate as shall from time to time be agreed upon, or be raised by the Company by the issue of debentures or debenture stock, in such manner and on such terms as to interest or otherwise as the Secretary of State shall determine.

*As to Receipts, Payments, and Expenditure.*

23. All moneys which shall be received by or on account of the Company in India in respect of the undertaking, or from the use and working of the telegraph

wires and telegraphic machinery, works, instruments, or appliances provided for or by, or handed over to the Company under this Contract, shall at such times and in such manner as the Secretary of State may from time to time direct be paid without deduction into the Treasury of the Government of Bombay, or into such other Treasury or Treasuries as the Secretary of State may direct, to a separate account, and all moneys which shall be so received elsewhere than in India shall be paid into the Bank of England to the account of the Secretary of State.

24. All moneys required by the Company for the purposes of the undertaking shall be supplied to the Company by the Secretary of State according to such arrangements as shall from time to time be made between the Secretary of State and the Company.

25. All meneys expended by the Company on account of the undertaking, and all other expenses of the Company in connection therewith, shall from time to time be stated and submitted to the Secretary of State for his sanction, and as between the Company and the Secretary of State shall be allowed only so far as the same shall from time to time have been sanctioned by the Secretary of State.

*As to Accounts.*

26.—(1) The Company shall keep all such accounts relating to the undertaking and to the two systems of which it is composed, and to the subsidiary lines included therein, and all such accounts as between the Company and the Secretary of State as the Secretary of State shall from time to time require. Such accounts shall be kept in such form, and under such heads or divisions, and with such details as the Secretary of State shall from time to time prescribe. The said accounts, so far as the same are kept in India, shall be kept in rupees of the Government of India, and, so far as they are kept in England, shall be kept in sterling money. Such of the said accounts as are kept in England shall from time to time be transmitted by the Secretary of State to the Government of Bombay, and there incorporated in the accounts of the Company in India, each account for the purpose of such incorporation being converted into rupees at the prescribed rate of exchange.

(2) The prescribed rate of exchange shall be as follows; that is to say, the average rate of exchange obtained by the Secretary of State for bills payable on demage drawn on India during the half year ending either on the 30th day of June or the 31st day of December next preceding the half year in respect of which the conversion is required to be made in the accounts, and so that if the conversion is to be made in the accounts of the first six calendar months of the then current calendar year, the half year shall end on the 31st day of December, and if it is to be made in the accounts of the last six calendar months of the then current calendar year, the half year shall end on the 30th day of June. Provided that if and as often as the Secretary of State shall not have drawn bills on India payable on demand for so much as three calendar months out of any particular half year ending on a 30th day of June or 31st day of December, then any conversion of sterling money into rupees which would or might under this section, but for this provision, be made at the average rate obtained by the Secretary of State for bills payable on demand drawn on India during that half year shall be made at the then average rate obtained during that half year for the best commercial bills payable on demand drawn in London on India, such average rate to be decided by the Comptroller-General at Calcutta.

27. Unless and until otherwise directed, the Company shall keep the following accounts as on and from the 1st day of July 1900:—

A general working expenses account.

A separate revenue account for each of the two systems of which the undertaking is composed.

A separate capital advance account for each of the said systems.

A separate capital account for each of the said systems.

And (as a temporary arrangement until the stores of both systems shall have been verified and accepted) a separate stores account for each of the said systems.

## Appendix D—*contd.*

Such accounts with relation to any subsidiary lines of either system as may be required by the contracts or agreements for the time being relating thereto.

28.—(1) The general working expenses account shall contain an account of the working expenses of the whole undertaking incurred on and after the 1st of July 1900.

(2) The said account shall be made up half-yearly to the 31st of December and the 30th of June in each year, or to such other days as the Secretary of State shall from time to time prescribe, and shall be regularly submitted by the Company to the Secretary of State, who may audit the same either concurrently with or after expenditure, or in both ways, as he may think fit, and may in case of any error being discovered therein correct the same within three calendar months after the account containg such error shall have been submitted to him. Every such account shall be considered as settled at the expiration of three calendar months after the same shall have been submitted to the Secretary of State, but nevertheless any error which may subsequently be discovered therein shall be corrected in the then next or in any subsequent general working expenses account or accounts as the Secretary of State may determine.

(3) As soon as the general working expenses account for any half year shall have been settled the working expenses in such account shall be divided between and attributed to the two systems of which the undertaking is composed in proportion so the amounts of the gross receipts of the said systems respectively for such half year; the branch lines in Berar being for the purposes of this sub-clause treated as parts of the Great Indian Peninsula Railway system. Provided that the working expenses of the Indian Midland Railway system for the half year ending on the 31st day of December 1900 shall be ascertained as heretofore.

(4) The share of such working expenses so attributed in respect of any half year to each of the said systems shall for the purposes of this Contract and all subsidiary contracts relating to any part of the undertaking be deemed to be and dealt with as the actual working expenses of such system during such half year.

29. The revenue account of each of the systems of which the said undertaking is composed shall commence as on the 1st of July 1900, and shall contain an account of all receipts on account of revenue (in this Contract called gross receipts) of the system to which such account relates, including therein all moneys received by the Company from the use and working of the telegraph wires, telegraphic machinery, works, instruments, and appliances provided for, or by, or handed over to the Company and used for the purposes of the said system, and the share of working expenses attributable to the said system under the provisions herein-before contained, and all other payments (if any) in respect of the said system on account of revenue, and in such account the gross receipts of each subsidiary line of the said system shall be kept separate and distinct from the gross receipts of the remainder of the said system; and there shall be attributed in the said account to each subsidiary line a share of the working expenses attributed to the said system bearing the same proportion to the whole of the working expenses attributed to the said system as the gross receipts of such subsidiary line bear to the whole gross receipts of the said system, and the share of working expenses so attributed to each subsidiary line shall for the purposes of this Contract and for the purposes of all other contracts, if any, relating to such subsidinary line, be deemed to be and dealt with as the actual working expenses of such subsidiary line. Provided always, that the provision aforesaid for ascertaining the working expenses of the subsidiary lines shall not prejudice or enlarge the rights of any third party in any subsidiary line which is worked under any contract or agreement which contains any provisions inconsistent with such provision, and cannot be altered by agreement between the Secretary of State and the Company without the consent of such third party, until such consent has been obtained. Each revenue account shall be made up half-yearly to the 31st December and the 30th of June in each year, or to such other days as the Secretary of State shall from time to time prescribe, and the provisions herein-before contained relating to the submission, audit, settlement, and correction of general working expenses account shall apply to every revenue account.

29*a*. For the purposes of the four last preceding clauses, but subject to the provision of clause 28 (3) with respect to the branch lines in Berar, each system shall be taken to be only so much thereof as shall for the time being be part of the undertaking.

30. The capital account and the capital advance account relating to the Indian Midland Railway system shall, until the Secretary of State shall otherwise direct, be kept in accordance with the provisions relating thereto in the said contract of the 2nd of October 1885, or any modification thereof for the time being in force, and such account shall be made up and stated afresh as often as occasion shall require.

31. All moneys advanced by the Secretary of State for the purpose of carrying out works chargeable to capital, or for the purchase of stores, which ought not to be included in the capital advance account relating to the Indian Midland Railway system, shall be entered in the capital advance account relating to the Great Indian Peninsula Railway system.

32. All moneys which shall be actually expended by the Company, or by the Secretary of State, upon works, rolling stock, plants, or machinery, the cost of which is chargeable to capital, and the value of all land provided by the Secretary of State after the 30th of June 1900, for the purposes of the undertaking shall, unless under the provisions of this Contract, or any other contract for the time being in force, they should be included in the capital account of the Indian Midland Railway system or some other capital account, be entered in the capital account relating to the Great Indian Peninsula Railway system, which shall be made up and stated afresh as often as occasion shall require.

33. The Company shall so soon hereafter as may be reasonably possible make up and deliver to the Secretary of State separate accounts of all stores in the hands of the Company or of the Indian Midland Railway Company, Limited, respectively, or in course of delivery to such companies respectively on the 1st of July 1900, except such portions (if any ) of such stores as come within the exceptions contained in the sixth section of this Contract or either of them, and of the value of all stores included in such accounts. For the purposes of such accounts the stores shall be valued as on the 1st of July 1900, and in such valuation regard shall be had to the prescribed rate of exchange, the half-year to be taken into account for the purpose of ascertaining such rate being the half-year ending on the 30th of June 1900. As soon as possible after the 31st December and the 30th June in each year, or such other half-yearly days as the Secretary of State may from time to time prescribe for the making up of the revenue accounts, the Company shall make up and deliver to the Secretary of State separate accounts in respect of the two systems respectively of all stores in hand on the half-yearly day immediately preceding the making up of the accounts, and of all stores used for the purposes of the undertaking since the 30th of June 1900, or since the date to which such stores accounts were last made up, as the case may be, showing the purposes for which stores have been used. As often as any of the stores in hand shall be used for the purposes of the undertaking, the value of the stores so used as entered in the books of the Company shall be charged to the general working expenses account or to the capital account relating to the system for which such stores were used, as the case may require, in accordance with the provisions in that behalf herein contained.

34. The stores in hand shall from time to time be revalued at such time or times as the Secretary of State shall direct, and in such manner as shall from time to time be agreed upon by the Seeretary of State and the Company and the value of the stores in hand as entered in the books of the Company shall be corrected in accordance with such revaluation. Any deterioration or loss that may be ascertained or discovered upon any revaluation shall be charged to the general working expenses account.

35. The question whether any expenditure incurred for the purposes of the undertaking is to be treated in the whole or in part as a charge incurred on capital account, or how the same is to be dealt with, shall be determined on the general principle that capital is to bear the cost of new works, of additional rolling stock, plant, and machinery, and of substantial improvements of and additions to old works, rolling stock, plant, and machinery, including the cost of any temporary new work, the construction of which is requisite for the construction of a work properly chargeable to capital, and that the cost of repairs, restorations, renewals, replacements, or substitutions is to be borne by revenue and charged to the general working expenses account. Provided nevertheless that any item of expenditure properly chargeable to capital in accordance with this principle, but not exceeding 2,000 rupees, may at the discretion of the Secretary of State be charged to revenue, but so that the aggregate expenditure charged to revenue on account of such items shall not

exceed 25,000 rupees in any half-year, and provided also that except with the sanction of the Secretary of State no portion of the salaries or allowances of any of the Company's permanent supervising staff shall be chargeable to capital, although for the time being employed partly or wholly in directing or superintending work so chargeable, and that no expenses connected with the engagement or passage from or to England of any person in the Company's service shall be chargeable to capital unless such person shall have been specially engaged to carry out work chargeable to capital, and actually employed upon such work.

36. If any difference shall arise between the Secretary of State and the Company as to the incidence of expenditure between capital and revenue in any particular case the matter in difference shall be referred to the decision of the joint auditor, if the Secretary of State and the Company shall have appointed such an officer; but in case a joint auditor shall not have been appointed, then the matter in difference shall be referred for final decision to the Company's auditor, or some other person to be named by the Company and a Government examiner of railway accounts, or some other person to be named by the Secretary of State, or in case of their being unable to agree, to a referee to be named by them. The costs of any such reference shall, unless the Secretary of State shall otherwise direct, be treated as part of the working expenses of the undertaking.

*As to the Working Expenses, and the Application of the Receipts of the Undertaking.*

37. The working expenses attributable, under the provisions herein-before contained, to each of the systems of which the undertaking is composed shall be paid out of the gross receipts of that system, and shall so far as possible be borne by the gross receipts of the half-year to which such working expenses are preperly attributable.

38. Working expenses shall include all costs and expenses incurred by the Company, with the sanction of the Secretary of State, in or about the maintenance, management, and working of the undertaking, and all other sums, if any, proper to be allowed out of revenue in connection with the maintenance, management, or working of the undertaking, or in connection with the conduct of the affairs of the Company, and which shall be sanctioned by the Secretary of State.

In the working expenses of the undertaking there shall be reckoned:—

(1) Such sum or sums of money as shall from time to time be agreed upon between the Secretary of State and the Company, as proper to be allowed in respect of the rent of the Company's office in London, office expenses, directors' fees, and salaries of clerks and servants.

(2) So much of the cost of providing and maintaining a police force for the purposes of the undertaking as is not hereby agreed to be borne by the Secretary of State.

(3) All expenditure incurred by the Company with the sanction of the Secretary of State or by the Secretary of State in keeping the undertaking in good repair and in good working condition, and fully supplied with rolling stock, plant, and machinery, except such part, if any, of such expenditure as may be charged to capital.

(4) All expenditure incurred by the Company with the sanction of the Secretary of State in keeping the rolling stock, plant, and machinery belonging to the undertaking in good repair and in good working condition.

(5) All expenditure incurred by the Company with the sanction of the Secretary of State, or by the Secretary of State, in the execution of any works chargeable to revenue.

(6) In respect of every half-year after that ending on the 30th June 1900, a sum in rupees equal to the product of 40 multiplied by the mean mileage of railways worked by the Company under this Contract during such half-year, to cover the costs and charges of and incidental to the supervision and control of the Company by the Secretary of State.

(7) The charges of the Government Telegraph Department for rent and maintenance of the telegraph wires provided for the use of the Company, and the inspection of such telegraph wires, and of the telegraphic machinery, works, instruments, and appliances used by the Company for the purpose of the undertaking.

(8) All expenditure incurred by the Company, with the sanction of the Secretary of State, in providing and maintaining the telegraphic machinery, works, instruments, and appliances used by the Company for the purposes of the undertaking in good repair and good working condition.

(9) All moneys from time to time contributed by the Company, with the sanction of the Secretary of State, for the purposes of such Provident Fund as hereinafter mentioned, which the Secretary of State shall from time to time allow to be included amongst working expenses.

(10) All other payments and expenses (if any) which form part of the working expenses of the Indian Midland railway system under the provisions of the said Contract of the 2nd of October 1885.

(11) All such reasonable legal expenses incurred by the Secretary of State or the Company as the Secretary of State shall require or allow to be charged to account of revenue.

(12) All such other expenses as the Secretary of State and the Company agree to treat as part of the working expenses of the undertaking.

39. The receipts of the undertaking in each half-year, after deducting working expenses and all other charges to revenue account properly attributable to that half-year, shall be applied in the following manner and in the following order:—

(1) In payment to the Secretary of State of the sum of Rs. 1,00,00,000.

(2) In repayment to the Secretary of State in rupee currency (calculated at the prescribed rate of exchange which, under the 26th section would apply at the date of such repayment to the conversion of sterling money into rupees) of all interest payable in respect of such half-year on all moneys raised after the 30th of June 1900 for the purposes of the undertaking by the Company or with their consent by the Indian Midland Railway Company, Limited, with the sanction of the Secretary of State otherwise than by the issue of shares or capital stock, or provided for such purposes by the Secretary of State after that date.

(3) If the receipts attributable to either half-year in any year commencing on a 1st day of July and ending on a 30th day of June, and applicable in the manner mentioned in the preceding sub-sections of this section shall exceed the amount of payments chargeable thereon under the same sub-sections, the surplus arising from such excess of receipts over payments shall be applied if and so far as such surplus shall extend in making good the deficiency (if any) of the receipts attributable to the other half of such year and applicable in the manner mentioned in the preceding sub-sections of this section as compared to the payments chargeable on such receipts under the same sub-sections.

(4) If the aggregate of the receipts attributable to the two half-years in any year commencing on a 1st day of July and ending on a 30th day of June, and applicable in the manner mentioned in sub-sections (1) and (2) of this section, shall exceed the aggregate amount of the payments chargeable thereon under the same sub-sections, the surplus arising from such excess of receipts over payments shall, subject to the proviso herein-after contained, belong as to nineteen equal twentieth parts thereof to the Secretary of State, and as to one equal twentieth part thereof to the Company. Provided that if the Company shall with the sanction of the Secretary of State increase its new capital and issue further shares or stock as fully paid up in exchange for stock of the Indian Midland Railway Company, Limited, and shall transfer or cause to be transferred such last mentioned stock into the name of the Secretary of State in the books of the Indian Midland Railway Company, Limited, the Company's share in such surplus as aforesaid shall thenceforth be increased by an additional fractional share bearing the same proportion to the original fractional share of $\frac{1}{20}$ as the additional capital of the Company so exchanged as aforesaid shall bear to the now authorised capital of £2,575,000, but so that the total fractional share of the Company in such surplus shall in no event exceed a one-tenth share.

(5) Any moneys which the Company shall be entitled to receive from the Secretary of State under the last preceding sub-section shall be receivable by the Company in India and not elsewhere.

*As to Running Powers and other Facilities and Accommodations for other Railway Companies and State Railways, and the Secretary of State.*

40. The Secretary of State may from time to time require the Company to execute work in their workshops, in respect of rolling stock and machinery belonging to State railways, at such reasonable prices and upon such terms as shall be agreed upon between the Secretary of State and the Company, but so nevertheless as not to impede or unduly interfere with the ordinary operations of the Company as carried on therein.

41. The Secretary of State may from time to time, when he shall be of opinion that it is desirable so to do for the public convenience, require the Company to enter into, and on the request of the Company will assist them in entering into agreements, upon reasonable terms and to payments and under reasonable conditions and restrictions, with the administrations of any other railway or railways having junction with the undertaking for the following purposes or any of them :—

(*a*) For allowing the use of the railways or any parts of the railways respectively worked by them, such railways being of the same gauge for the passage of one another's engines and trains.

(*b*) For the supply to one another of any rolling stock which shall not be required for their own purposes respectively.

(*c*) For the interchange of traffic and rolling stock and the settlement and apportionment of through rates and charges for interchanged traffic.

(*d*) For additions or alterations to or for the redistribution of existing accommodation in junctions or other stations and their appliances in view to their convenient use for the accommodation of one another's traffic, rolling stock, or working staff.

42. If the chairman of the Board of Directors of the Company shall certify to the Secretary of State by writing under his hand that he considers any requirement by the Secretary of State purporting to be made under this part of the Contract not to be reasonable upon any ground to be stated by him in writing, and if there shall then be a difference of opinion between the Secretary of State and the Company as to the reasonableness of the requirement in question or as to the propriety of any modification or alteration therein, the matter in difference shall be referred for decision to an officer of the Government to be named by the Secretary of State and to an officer of the Company to be named by them, or if such officers are unable to agree, then to some person to be appointed by them.

All costs of the reference shall be treated as part of the working expenses of the undertaking.

*As to the Construction and Working of Auxiliary or Branch Railways.*

43. The Secretary of State may require the Company to construct any auxiliary or branch railway of any gauge in connection with any railway forming part of the undertaking, and to work any auxiliary or branch railway of any gauge in connection with any railway forming part of the undertaking, whether constructed by the Company or not, either as agents of the Secretary of State or as part of the undertaking, as the Secretary of State may determine, upon such terms and conditions as may in each case be agreed upon between the Secretary of State and the Company.

*The Company to comply with the requirements of the Secretary of State.*

44. The Company shall with all reasonable speed comply with all such requirements as the Secretary of State shall from time to time make in accordance with this Contract.

*As to the Supervision and Control of the Secretary of State and the appointment of a Government Director.*

45. In all matters relating to the undertaking, and not herein specially provided for, the Company shall be subject to the supervision and control of the Secretary of State.

46. For the purpose of inspecting the undertaking and auditing the accounts of the Company, or otherwise exercising such supervision and control as are intended to be reserved to the Secretary of State by this Contract, the Secretary of State may from time to time appoint such person or persons as he may think proper, with such powers as he may consider necessary or expedient, and the Company shall afford every person so appointed all reasonable facilities for the purpose of enabling him to perform the duties entrusted to him by the Secretary of State.

47. The Company shall record and keep in proper books full and particular accounts of all their transactions and proceedings, including full and true minutes of all their meetings, meetings of directors, communications with India, and correspondence, so as at all times to exhibit fully and truly the state of their affairs; and the Secretary of State, or any person or persons appointed by him in that behalf, shall at all reasonable times have free access to all the books, accounts, papers, and documents of the Company relating to the undertaking (except communications between the Company and their legal advisers), with power to call for or make copies of or extracts from the same.

48. The Secretary of State may from time to time appoint any one person to be a director of the Company. The Government director shall be an ex-officio member of all committees appointed by the Board of Directors of the Company or by the Company in relation to the undertaking, or any matter connected therewith, and he may, moreover, exercise at his discretion an absolute right of veto in all proceedings whatever at the Board of Directors. The Government director shall not be removable, except by the Secretary of State. The Secretary of State may from time to time, as often as occasion shall require, appoint a person to represent the Government director at any meeting of the board, or at any committee meeting at which the Government director may not be present; and the person so appointed shall have all such rights and may exercise all such powers as the Government director, if present, would have had or might have exercised.

*Miscellaneous Provisions.*

49. The Company shall not, during the continuance of this Contract, without the sanction in writing of the Secretary of State, borrow or raise any moneys, but this stipulation shall not necessitate the sanction of the Secretary of State to the borrowing of money by the Company at a reasonable rate of interest for *bonâ fide* temporary purposes.

50. The Company shall not, during the continuance of this Contract, without the sanction of the Secretary of State in writing first obtained, engage in or carry on any business other than the business which is the subject of this Contract.

51. The Company shall not, during the continuance of this Contract, without the sanction of the Secretary of State in writing first obtained, acquire any property in India. If the Company shall in contravention of this clause acquire any property, such property shall not be disposed of by the Company without the sanction in writing of the Secretary of State, and the Secretary of State may at any time during the continuance of this Contract, or within one calendar month after the determination thereof, purchase such property from the Company at the price actually paid by the Company for the same; and if the purchase money for such property shall be paid to the Company during the continuance of this Contract the expenditure shall be carried to the capital account of the system in connection with which such property was purchased.

52. If in the opinion of the Secretary of State any land in the possession of the Company is not required for the purposes of the undertaking, the Secretary of State shall certify such his opinion to the Company. Upon receipt of such certificate, or so soon thereafter as may be, the Company shall state in writing whether they acquiesce in the opinion of the Secretary of State, or whether they object thereto, and if so the grounds of their objection. If no objection is stated by the Company, or if the grounds of their objection, if any, are not in the opinion of the Secretary of State sufficient, the land in question shall upon the requisition of the Secretary of State be restored to him, and thereupon the value of such land, if entered in any capital account shall be written off such account.

53. The Company shall from time to time make such returns and furnish such statistics, in such form, and under such heads and divisions, and with such details,

as the Secretary of State may from time to time require. The costs of preparing such returns and statistics and incidental thereto shall be treated as part of the working expenses of the undertaking.

54. The Secretary of State shall promote the passing by the Legislature in India of any Act or Acts which may be required to enable the Company to carry into effect this Contract.

55. No claim shall be made upon the Secretary of State by the Company for compensation in respect of the prejudicial effect upon the undertaking or any part thereof, or the profits thereof, of any Act of the Indian Legislature for the time being in force, and the undertaking and its equipment shall be subject to the provisions of every such Act.

56. The Company shall maintain and manage a new Provident Fund for the benefit of the servants of the Company in accordance with the rules for the time being authorised by the Government of India. The balances standing to the credit of any members of the former Provident Fund of the Company on the 30th of June 1900 who shall be retained by the Company in their present employment shall be credited to their respective accounts in the new Provident Fund.

5 . The Company may, if they think it expedient, and shall, if required by the Secretary of State, maintain and manage a savings bank for the benefit of the servants of the Company upon such terms and under such rules and regulations as shall from time to time be approved by the Secretary of State.

58. Any notice, direction, requisition, appointment, certificate of opinion, approval, or sanction to be given or signified on the part of the Secretary of State for any of the purposes of this Contract shall be sufficient and binding if in writing, signed by the Secretary of State or one of his under secretaries, or his assistant under secretary, or by a Secretary of Government at Bombay, or by any other officer or servant duly authorised to act on behalf of the Secretary of State in respect of the matters to which the same shall relate ; and the Secretary of State shall not in any case be bound in any respect of the matters aforesaid, unless by some writing signed in the manner before mentioned.

95. The Company shall at all times during the continuance of this Contract keep an office established at Bombay, and shall keep at the said office an authorised agent or committee of agency, with whom the Secretary of State and the Government in India, or other officer or officers deputed in that behalf, may, communicate on affairs concerning the undertaking, and all drafts drawn and receipts given by the said agent or committee of agency, or under his or their authority on behalf of the Company concerning the undertaking and the affairs thereof shall be binding on the Company, and every notice to be given to the Company shall be sufficiently given if left at the said office, or personally served on the said agent, or any member of the said committee of agency.

*As to the determination of the Contract.*

60. On the 30th day of June 1925 the Company shall give the Secretary of State possession of the undertaking, together with the rolling stock, plant, and machinery belonging thereto, and all stores in hand or in course of delivery on that day, and all plans, books, surveys, sections, printings, writings, and documents whatsoever in anywise connected with the undertaking, and all telegraphic machinery, works, instruments, and appliances, and other property, if any, belonging or appertaining thereto, and the Secretary of State shall thereupon pay to the Company the amounts paid up or credited as paid up on all shares or stock then in existence in the Company's new capital which the Company shall have issued in pursuance or for the purposes of its Contract with the sanction of the Secretary of State, and shall be bound to indemnify the Company, their property and effects, against all such debts and liabilities, if any, as they may have incurred with the sanction of the Secretary of State and which shall be then subsisting, and thereupon this Contract shall determine without prejudice to the rights of either party against the other in respect of any covenant herein contained which may have been previously broken.

*Arbitration.*

61. If the Secretary of State and the Company shall fail to agree touching any matter with respect to which their agreement is required by this Contract, or if

in any case not herein specially provided for any dispute, question, or controversy shall at any time arise between the Secretary of State and the Company touching these presents, or any clause or thing herein contained, or the construction hereof, or any matter connected with these presents, or the operation hereof, or the rights, duties, or liabilities of either party in relation to the premises, then and in every such case the matter as to which the Secretary of State and the Company shall fail to agree, or the matter in difference, as the case may be, shall be, referred to two arbitrators (one to be appointed by each party), pursuant to and so as with regard to the mode and consequences of the reference, and in all other respects to conform to the Indian Arbitration Act, 1899, or other the law in force in British India for the time being relating to arbitration.

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SCHEDULE.

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1. His Highness the Maharajah's Bina-Guna Railway, worked under a Contract dated the 15th July 1896, and made between the Government of His Highness the Maharajah Scindia of Gwalior of the first part, and the Indian Midland Railway Company, Limited, of the other part.

2. His Highness the Maharajah's Railway from near Parbati Station to Ujjain, worked under a Contract dated the 4th August 1896, between the Government of His Highness the Maharajah Scindia of Gwalior of the first part, and the Indian Midland Railway Company, Limited, of the other part.

3. Her Highness the Begum's Railway from Bhopal Station to the Bhopal-Ujjain Railway east of Parbati Station, worked under a Contract dated the 4th August 1896, and made between the Government of Her Highness the Begum of Bhopal of the first part, and the Indian Midland Railway Company, Limited, of the other part.

4. The Guna-Baran Railway, worked under Contracts dated the 12th May 1899, the 20th February 1899, and 27th February 1899, and made between the Government of His Highness the Maharajah Scindia of Gwalior, the Government of His Highness the Maharao of Kotah, and the Government of His Highness the Nawab of Tonk respectively, and the Indian Midland Railway Company, Limited.

5. The Gwalior-Sipri and Gwalior-Bhind Light Railways, worked by the Indian Midland Railway Company under an arrangement between the Government of His Highness the Maharajah Scindia of Gwalior and the Indian Midland Railway Company, Limited.

6. The line of railway known as the Bhopal State Railway, and the line of railway connecting it with the other railways of the Great Indian Peninsula Railway system.

# APPENDIX E.

This Indenture, made the 21st day of December 1900, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA (hereinafter called "the Secretary of State") of the one part, and THE INDIAN MIDLAND RAILWAY COMPANY, LIMITED (hereinafter called "the Company"), of the other part.

WHEREAS these presents are supplemental to an Indenture dated the 2nd of October 1885, and made between the Secretary of State of the one part and the Company of the other part, which Indenture is hereinafter called the principal Contract.

AND WHEREAS the several projected railways mentioned in the principal Contract have been constructed in accordance with the provisions of the said Contract and the branch line therein mentioned to Saugor has been extended in accordance with such provisions to Katni, and the Scindia Railway therein mentioned has also been transferred to the Company in accordance with the provisions, which said railways, together with the works of whatever description thereto belonging, are hereinafter called the Indian Midland Railway.

AND WHEREAS the Company are working in connection with the Indian Midland Railway certain subsidiary lines which are mentioned in the First Schedule hereto, under the agreements respectively relating thereto, which are also mentioned in the said Schedule.

AND WHEREAS it is intended that the Company shall hand over to the Secretary of State the Indian Midland Railway and the said subsidiary lines and all other lines (if any) forming part of the Company's undertaking on the 30th June 1900, or then or since worked by the Company as part thereof or in connection therewith, together with all the works of whatever description thereto belonging (which said railway and lines with the said works are hereinafter referred to as the Company's railway system), in manner hereinafter appearing, in order that the same may be maintained, managed, and worked by the Great Indian Peninsula Railway Company in connection with the Great Indian Peninsula Railway and other railways worked in connection therewith, upon the terms and subject to the conditions contained in an agreement already prepared and approved by the Company, and about to be entered into between the Secretary of State and the Great Indian Peninsula Railway Company, of which a copy is set out in the Second Schedule hereto, and which is hereinafter referred to as the scheduled Contract.

AND WHEREAS for the purposes of enabling the scheduled Contract to be entered into and carried into effect the parties hereto have agreed to enter into the agreement herein contained.

NOW THIS INDENTURE WITNESSETH, and it is hereby agreed and declared as follows:

1. The Company shall forthwith after the execution of the scheduled Contract but subject to the proviso hereinafter contained, hand over to the Secretary of State or to the Great Indian Peninsula Railway Company, if he shall so direct, for the purposes of the scheduled Contract, the Company's railway system, together with the rolling stock, plant, and machinery thereto belonging, and the telegraphs and telegraphic machinery, works, instruments, and appliances, and all plants, surveys, sections, and specifications used by the Company in connection therewith, and all stores in hand or in course of delivery except such as the Secretary of State may on or before the 30th day of April 1901 adjudge to be unserviceable stores.

Provided always, that the Company shall be under no obligation to hand over to the Secretary of State or to the Great Indian Peninsula Railway Company any subsidiary line which belongs to or passes through any native State, or the works of any description, rolling stock, plant, or machinery belonging thereto, or the telegraphs, telegraphic machinery, works, instruments, or appliances, or stores belonging or appropriated thereto, unless and until all such arrangements, if any, have been made with the native State to whom such line belongs, or through whose territory it passes, and with any party whose consent may be necessary to such handing over, as in the opinion of the Secretary of State may be necessary or desirable to enable the Company to hand over such line to the Secretary of State or the Great Indian Peninsula Railway Company, and authorise the Secretary of State or the Great Indian Peninsula Railway Company to work the same.

The Secretary of State shall endeavour and use his best interest with all such native States as aforesaid to make with them all such arrangements as in his opinion may be necessary or desirable for the purposes aforesaid.

During the continuance of this Contract the Secretary of State will perform and discharge all the duties and liabilities imposed upon the Company by any contract with any native State or Government in respect of or in relation to any railway passing through the dominions of such native State or Government, and will indemnify the Company against all costs, damages, claims, demands, and liability under any such contract, whether such railway shall have been handed over or not.

During the continuance of this Contract the Secretary of State shall indemnify the Company against all liabilities to third parties incurred with the sanction of the Secretary of State other than claims in respect of debentures or debenture stock.

The Company shall transfer their existing Provident Fund to the Secretary of State, or, if he shall so direct, to the Great Indian Peninsula Railway Company, and the Secretary of State shall indemnify the Company against all costs, damages, claims, demands, and liability which the Company may incur by reason or in consequence of such transfer. The rules applicable to the said Provident Fund shall not be altered without the consent of the Company.

2. As soon as the Company's railway system or any part thereof shall have been handed over, under the provisions in that behalf herein-before contained, the Secretary of State will, during the continuance of this Contract, work, manage, and maintain all or such part of the Company's railway system as shall have been so handed over as aforesaid, through the agency of the Great Indian Peninsula Railway Company, in accordance with the provisions of the scheduled Contract, with such modifications (if any) as may hereafter be agreed upon between the Secretary of State and the Great Indian Peninsula Railway Company and approved by the Company.

3. The Company shall at all reasonable times, during the continuance of this Contract, give the Secretary of State, and on his request the Great Indian Peninsula Railway Company, and any person or persons nominated by him or them, free access to all books of account, specifications, plans, and other documents in their possession or under their control, to which in the opinion of the Secretary of State it is necessary or desirable that he or the Great Indian Peninsula Railway Company should have access for the purposes of the scheduled Contract, and shall allow all or any of such persons as aforesaid to take copies of or extracts from all or any of such books of account, specifications, plans, and other documents for the purposes of the scheduled Contract.

4. As from the 31st of December 1900 the working expenses for each half-year of the whole of the Company's railway system, and of the Indian Midland Railway, and of each subsidiary line shall be ascertained in the manner mentioned in the scheduled Contract, and the working expenses for each half-year so ascertained shall be deemed to be the working expenses for such half-year of the Company's railway system, and of the Indian Midland Railway, and of the subsidiary lines respectively, for the purposes of the principal contract, and every other contract or agreement for the time being relating to the Company's railway system or any part thereof. Provided always, that the provision herein referred to for ascertaining the working expenses of the subsidiary lines shall not prejudice or enlarge the rights of any third party in any subsidiary line which is worked under any contract or agreement which contains any provsions inconsistent with such provision and cannot be altered by agreement between the Secretary of State and the Company without the consent of such third party, until such consent has been obtained.

5. All moneys supplied by the Secretary of State during the continuance of this Contract to the Great Indian Peninsula Railway Company to defray expenditure sanctioned by the Secretary of State for the purposes of the Company's railway system, which in the said scheduled Contract is referred to as the Indian Midland Railway system, or of the telegraphs thereto belonging, and all land supplied during the continuance of this Contract by the Secretary of State to that Company for the purposes aforesaid, and (subject to the provisions herein-before contained relating to working expenses) all moneys expended during the continuance of this Contract with the sanction of the Secretary of State by the Company upon or in respect of the said system or the said telegraphs; and all money received during the continuance of this Contract

by that Company from the said system, or from the use and working of the said telegraphs, and all land provided for or used for the purposes of the said system or the said telegraphs which shall during the continuance of this Contract be relinquished by the Company to the Secretary of State, and all other acts and things done during the continuance of this Contract by or for that Company, or otherwise for the purposes or in respect of the said system or the said telegraphs, under and in accordance with the provisions of the scheduled Contract, or of any other contract or agreement for the time being in force relating to any part of the said system, shall for the purposes of account between the Secretary of State and the Company party hereto, and the application of the Company's receipts as between the Secretary of State and the Company, be deemed to be and be dealt with as having been supplied, expended, received, relinquished, or done to, by, or for the Company, or otherwise under or in accordance with such of the provisions of the principal Contract or of such other contract or agreement (if any) as would have been applicable thereto if the Company had continued to work the said system; and for the purposes aforesaid all moneys (if any) which shall have become payable during the continuance of this Contract by the Great Indian Peninsula Railway Company into any such treasury as is mentioned in the 23rd clause of the scheduled Contract and shall be attributable to the account of capital of the Indian Midland Railway system, or any part thereof, shall be included in the moneys referred to in sub-clause 2 of clause 36 of the principal Contract.

6. From and after the time when the Company shall have handed over their railway system, or any part thereof, as herein-before provided, and thenceforth during the continuance of this Contract, the Secretary of State shall accept the covenants contained in the scheduled Contract (when executed) by the Great Indian Peninsula Railway Company relating to the maintenance, working, and management of all or such part of the Company's railway system as shall for the time being have been handed over in substitution for the convenants or agreements by the Company in that behalf contained in the principal Contract, or any other contract or agreement relating to the whole or such part of the said system as aforesaid, as the case may be.

7. If the Great Indian Peninsula Railway Company, with the sanction of the Secretary of State and with the Consent of the Company, shall issue debentures or debenture stock under the guarantee of the Secretary of State for the purposes of the Company's railway system, the amount paid by the Secretary of State for interest in any half year in respect of such debentures or debenture stock shall be deemed to be interest paid by the Secretary of State within the meaning of clause 45 (5) of the principal Contract.

8. Subject as aforesaid, and so far as is compatible with the handing over of the Company's railway system to the Secretary of State or the Great Indian Peninsula Railway Company, and the maintenance, working, and management thereof by such last mentioned Company under the provisions of the scheduled Contract, the principal contract, and all other contracts or agreements relating to the said system, or any part thereof, including the Company's right to a four per cent. guarantee and one-fourth share of surplus profits, shall remain and be in as full force as they were in immediately before the execution of these presents.

9. This Contract shall continue in force until the scheduled Contract or the principal Contract shall be determined, and shall terminate upon the termination of whichever of such contracts shall first be determined.

10. If any dispute, question, or controversy shall at any time arise between the Secretary of State and the Company touching this Contract, or any clause or thing therein contained, or the construction thereof, or any matter connected therewith or the operation thereof, or the rights, duties, or liabilities of either party in relation thereto, then and in every such case the matter in difference shall, unless the Contract otherwise provides, be referred to two arbitrators (one to be appointed by each party) pursuant to and so as with regard to the mode and consequences of the reference, and in all respects to conform to the Indian Arbitration Act, 1899, or other the law in force in British India for the time being relating to arbitration.

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## The FIRST SCHEDULE above referred to.

1. His Highness the Maharajah's Bina-Guna Railway, worked under a Contract dated the 15th July 1896, and made between the Government of His Highness the Maharajah Scindia of Gwalior of the first part, and the Indian Midland Railway Company, Limited, of the other part.

## Appendix E—*concld.*

2. His Highness the Maharajah's Railway from near Parbati Station to Ujjain, worked under a Contract dated the 4th August 1896, between the Government of His Highness the Maharajah Scindia of Gwalior of the first part, and the Indian Midland Railway Company, Limited, of the other part.

3. Her Highness the Begum's Railway from Bhopal Station to the Bhopal-Ujjain Railway east of Parbati Station, worked under a Contract dated the 4th August 1896, and made between the Government of Her Highness the Begum of Bhopal of the first part, and the Indian Midland Railway Company, Limited, of the other part.

4. The Guna-Baran Railway, worked under Contracts dated the 12th May 1899, the 20th February 1899, and the 27th February 1899, and made between the Government of His Highness the Maharajah Scindia of Gwalior, the Government of His Highness the Maharao of Kotah, and the Government of His Highness the Nawab of Tonk, respectively, and the Indian Midland Railway Company, Limited.

5. The Gwalior-Sipri and Gwalior-Bhind Light Railways, worked by the Indian Midland Railway Company under an arrangement between the Government of His Highness the Maharajah Scindia of Gwalior and the Indian Midland Railway Company, Limited.

6. The line of railway known as the Bhopal State Railway, and the line of railway connecting it with the other railways of the Great Indian Peninsula Railway system.

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## The SECOND SCHEDULE above referred to.

(Contract between the Secretary of State and the Great Indian Peninsula Railway Company, dated the 21st December 1900.)

# APPENDIX F.

This Indenture, made the 29th day of June 1900, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA (hereinafter called "the Secretary of State") of the one part, and THE GREAT INDIAN PENINSULA RAILWAY COMPANY (hereinafter called "the Company") of the other part.

WHEREAS these presents are supplemental to three Indentures made between the East India Company of the one part and the Company of the other part, and respectively dated the 17th day of August 1849, the 2nd day of August 1853, and the 15th day of November 1854, and to an Indenture dated the 30th day of November 1870, and made between the Secretary of State of the one part and the Company of the other part, whereby the Company entered into and concluded contracts for making, maintaining and working certain railways in India upon the terms and conditions in such Indentures respectively appearing.

AND WHEREAS by an Indenture dated the 2nd day of August 1890, and made between the Secretary of State of the one part and the Company of the other part, certain terms and provisions therein contained applicable to certain debentures therein mentioned, already issued by the Company, and also to any debentures thereafter to be issued by the Company with the sanction of the Secretary of State, were agreed upon by and between the parties thereto.

AND WHEREAS it is proposed to construct the two branch lines of railway hereafter mentioned to be connected with the existing line of the Company, the one at or near their station at Chalisgaon and to proceed thence to Dhulia, and the other at or near their station at Jalgaon and to proceed thence to Amalner, together with all necessary and proper works and equipments incidental thereto, and the Company have agreed with the Secretary of State to construct, work, and maintain the said proposed branch railways as part of their undertaking on the terms and conditions hereinafter contained.

AND WHEREAS it has been agreed between the parties hereto that the Company shall raise the moneys which shall in the opinion of the Secretary of State be required to meet the cost of the construction and equipment of the said proposed branch railways, or otherwise in respect of the matters to be included in the capital account relating thereto as hereinafter provided, by the issue of debentures upon the terms and subject to the provisions in the said Indenture dated the 2nd day of August 1890 contained.

NOW THIS INDENTURE WITNESSETH, and it is hereby agreed and declared as follows; that is to say:—

1. That this Contract shall be construed and have effect as if it had been entered into on and dated the 17th day of June 1897.

*Selection of Branch Lines.*

2. That it shall be lawful for the Secretary of State to determine, fix upon, and select the route of the two branch lines of railway on the 5′ 6″ gauge hereinafter mentioned; that is to say—

(*a*) The Chalisgaon-Dhulia branch line to be connected with the existing line of the Company at or near their station at Chalisgaon and to proceed thence to Dhulia.

(*b*) The Jalgaon-Amalner branch line to be connected with the existing line of the Company at or near their station at Jalgaon and to proceed thence to Amalner, and there to be connected with the line of the Tapti Valley Railway Company.

*Notice of Branch Lines.*

3. That the Secretary of State shall give notice to the Company of the branch lines when so selected as aforesaid, or of any part or parts thereof, as such part or parts thereof shall from time to time be fixed upon, and it shall be lawful for the Secretary of State from time to time to alter the route or direction of both or either of the said branch lines, or to extend or limit the same as he shall think fit after such notice as aforesaid. Provided always, that if any such alteration shall be made in

either of the said branch lines after such branch line shall have been commenced in a previously selected route or direction the expense of the said branch line theretofore properly incurred, or in any way incident to such alteration, shall be considered as properly incurred by the Company.

*Land.*

4. That the Secretary of State shall after the selection of the route and direction of the said branch lines of railway or of any part or parts thereof, and from time to time as may be necessary, provided the land which shall be required for the said branch lines or for the part or parts thereof so selected, and the works connected therewith, and for proper stations, offices, warehouses, and other conveniences for the same, and shall give to the Company possession thereof, and that all land of which possession shall be so given to the Company, which shall not be permanently required for the purposes of the Company, shall as soon as practicable be restored to the Secretary of State.

*Construction and Equipment of Branch Lines.*

5. That the Company shall, on receiving possession of the land required for the said branch lines or any part thereof, forthwith commence and proceed with diligence in the construction of the said branch railways, with all necessary or proper stations, buildings, works, and conveniences, and with all practicable speed complete and fully equip the same with plant and machinery, other than rolling stock, in all respects to the satisfaction of the Secretary of State. So soon as the said branch railways or either of them shall be completed for such a distance as shall in the opinion of the Secretary of State render it desirable that such completed portion be opened for traffic, the Company shall, upon being authorised so to do by the Secretary of State, forthwith open the same for the conveyance of passengers and goods.

6. That during the continuance of this Contract the Company shall keep the said branch railways and works, or such part thereof as shall for the time being be open for public traffic, supplied with rolling stock and its consequent plant and machinery (other than fixed machinery), as if they were part of the Great Indian Peninsula Railway, and shall manage, use, and work the said branch railways and works or part thereof as aforesaid, and convey traffic thereon, upon, under, and subject to (save as is by this Contract otherwise expressly provided) the like terms, conditions, and restrictions as are by the principal Indentures prescribed in respect of the management, use, and working of the railway therein mentioned, and the conveyance of traffic thereon by the Company, and in respect of the supervision and control of the Company by the Secretary of State.

*Tolls.*

7. That the Company shall be at liberty to charge tolls according to tariffs to be settled by the Secretary of State on traffic over any roadways or bridges for foot passengers, cattle, or carts or other vehicles.

*Telegraphs and Telegraphic Appliances.*

8. That the Secretary of State may from time to time establish such electric telegraphs as he shall think fit along or upon the said branch railways or any part or parts thereof, or any land or works belonging thereto, and may maintain and work the electric telegraphs to be established as foresaid as he shall think fit, and it shall be lawful for him for such purposes, or any of them (in addition to the general powers which it is hereby declared that he shall at all times have of entering by agent or otherwise upon all or any land of which he shall, pursuant to this Contract, have allowed the Company to have possession), to enter at all times by his agents, workmen, or others on any part or parts of the said branch railways, or the lands or works belonging thereto, and to erect, place, maintain, make, do, and execute thereon all such buildings, machinery, works, appliances, acts, and things as the Secretary of State shall consider necessary or proper in relation to the construction, maintenance, use, and working of the said electric telegraphs The Secretary of State shall be exclusively entitled to the possession of all buildings, machinery, works, and appliances erected or brought by him under the powers conferred on him by this clause on the said branch railways, or on any land or works belonging thereto. The Company shall at all times furnish the Secretary of State with such free passes over the said branch railways or any parts thereof as he shall require for persons employed by him in or about or in connection with the construction, maintenance,

working, or inspection of the electric telegraphs mentioned in this clause, or any buildings, machinery, works, or appliances appertaining thereto.

9. That the Secretary of State shall from time to time allow the Company to have the exclusive use of any such electric telegraphs and telegraphic appliances as he shall from time to time consider proper to be used by the Company for the purpose of safely or efficiently working the said branch railways or any part or parts thereof respectively. The Secretary of State shall maintain and keep in good repair and in good working condition the electric telegraphs and telegraphic appliances of which the Company shall for the time being be allowed to have the use.

10. The Secretary of State shall retain out of the receipts of the said branch railways paid into the revenue account of the Company in accordance with clause 16, the amount of the charges made from time to time by the Telegraph Department of Her Majesty's Indian Government for rent, maintenance, and inspection of the electric telegraphs and telegraphic appliances of which the Secretary of State shall from time to time, under the provisions of the last preceding clause, have allowed to the Company the exclusive use, such charges not to be in excess of similar charges for the time being in force in the case of State Railway Telegraphs.

11. That the Company, if so directed by the Secretary of State, shall, in relation to any electric telegraphs or telegraphic appliances of which under the provisions of these presents it shall for the time being be allowed to have the use, observe the rules applicable to telegraphs and telegraphic appliances which shall for the time being be in force in the case of State Railway Telegraphs, or such rules as the Secretary of State may from time to time prescribe to be observed by the Company, and the Company, if so directed by the Secretary of State, shall account in such manner as shall be prescribed by the rules which shall for the time being be in force in relation to State Railway Telegraphs, or as the Secretary of State shall require, for the receipts derived from the working of telegraphs and telegraphic appliances.

*Use of Station at Amalner by the Tapti Valley Railway Company.*

12. That the Company shall allow the Tapti Valley Railway Company to use the station to be built by the Company at Amalner upon such terms as may be agreed upon, with the sanction of the Secretary of State, between the Company and the Tapti Valley Railway Company, or in case of the Company and the Tapti Valley Railway Company failing to agree upon the terms of such user, upon terms to be settled by the Secretary of State.

*Police during Construction.*

13. That the Secretary of State shall provide and maintain at the cost exclusively of the Company such a force of police as, with the approval of the Secretary of State, the Company shall require for the protection of so much of the said branch lines of railway as shall for the time being be in course of construction, and the cost of providing and maintaining such police shall be taken to be as from time to time stated by the Secretary of State, and shall be paid on demand from time to time to the Secretary of State by the Company out of moneys to be raised for the construction of the said branch railways, and carried to the capital account mentioned in clause 14 hereof, and shall be deemed to be part of the cost of construction chargeable to capital under clause 14 hereof.

*Capital Account.*

14. That a separate capital account relating to the said branch railways shall be kept by the Company and that all moneys raised by the Company, with the sanction of the Secretary of State, for the purposes of the said branch railways, and paid to his credit at the Bank of England, in accordance with these presents and the provisions incorporated herein by reference of the said Indenture of 2nd day of August 1890, shall be carried to one side of the said capital account, and that all moneys from time to time paid by the Company, with the sanction of the Secretary of State, for the construction of the said branch railways, or any section thereof, and the works and conveniences thereto belonging, and for the original cost of the plant and machinery provided for the purpose of the said branch railways, and the cost of providing and maintaining during construction such a force of police as aforesaid, shall be carried to the other side of the said capital account, and that when and so soon as the said branch railways and works shall have been completed and equipped with the

necessary plant, the capital account relating to such branch railways shall be made up and a copy shall be furnished to the Secretary of State, and such account shall be audited and certified by the Secretary of State. Upon any additions, alterations, and improvements such as shall be properly chargeable to the capital account being thereafter made with the sanction and approval of the Secretary of State to, of, or in the said branch railways, or either of them, or the works, conveniences, and other plant and machinery belonging thereto, the cost necessarily incurred in executing such additions, alterations, or improvements shall be added to the capital account relating to the said branch railways, and the said capital account shall from time to time be made up and started afresh as occasion shall require, and be audited and certified accordingly, and none of the moneys to be carried to the said account shall be carried to or included in the capital account kept by the Company under the provisions of the principal Indentures to which these presents are expressed to be supplemental, or any of them.

*Account of Receipts.*

15. That the Company shall in such forms and under such heads or divisions as shall be prescribed by the Secretary of State keep a separate account of all receipts whatsoever in respect of the said branch railways and the telegraphs connected herewith (except such receipts as properly belong to the capital account hereinbefore agreed to be kept), and such account shall be made up half yearly to the 30th day of June and the 31st day of December in every year, or to such other days in the year as the Secretary of State may appoint, and shall be regularly transmitted to the Secretary of State, who shall be at liberty at all times in auditing the same account to make any corrections therein which may be necessary.

*Deposit of Receipts.*

16. That all receipts of the said branch railways and of the telegraphs received by or on account of the Company in India shall be paid into the revenue account of the Great Indian Peninsula Railway Company as prescribed by clause 15 of the principal Indenture of the 17th day of August 1849.

*Application of Profits.*

17. (1) That the fourth clause of the principal Indenture of the 30th day of November 1870 shall not apply to the net receipts of the said branch railways.

(2) That for purposes of this clause the net receipt realised during any half year on the said branch railways, including the telegraphs connected therewith, shall be the gross receipts of the said branch railways during such half year, less the working expenses thereof during such half year (which said working expenses shall be calculated at the average rate prevailing in such half year over the entire system for the time being of the Company) and the amount retained by the Secretary of State under clause 9 in respect of the telegraphs and telegraphic appliances.

(3) That, subject to the proviso hereinafter contained, the whole of the net receipts realised during any half year on both of the said branch railways shall belong to the Secretary of State as part of the revenues of India. Provided always, that in case in any half year the total net receipts of both of the said branch railways shall exceed the equivalent in rupee currency, converted at the prescribed rate of exchange, of the aggregate amount of interest payable for such half year by the Secretary of State in respect of the debentures issued for the purposes of this Contract one-fifth of such excess shall belong and be paid to the Company in rupees in India for their own use and benefit.

(4) That in case in any half year, whether before, during, or after the construction of the said branch railways, there be no receipts or no net receipts realised during such half year on the said branch railways, or the total net receipts (if any) on both of the said branch railways, be less than the aggregate amount of such interest as aforesaid payable for such half year, the Secretary of State shall be entitled to retain the amount of such interest, or of so much thereof as such net receipts (if any) are insufficient to meet out of the net receipts realised during such half year and (if there be still a deficiency) during the next succeeding half year, on every line of railway for the time being belonging to the Company, the receipts of which are subject to the provisions of the principal Indenture of the 13th day of November 1870,

and the moneys so retained shall in every such half year, in estimating whether there be any residuary or surplus net receipts for that half year to be divided under the provisions of the said principal Indenture of the 30th day of November 1870 between the Secretary of State and the Company, be first taken into account and paid out of the net receipts of the Company, in the same manner as the amount paid by the Secretary of State for the interest mentioned in the fourth clause of the said principal Indenture is so taken into account and paid out of such receipts, except that the rate of exchange applicable to any moneys so retained as aforesaid shall be the prescribed rate of exchange hereinafter mentioned.

*Conversion of Capital.*

18. That all moneys drawn by the Company in India, in respect of or in anticipation of debenture capital issued for the purposes of this Contract, shall be set off at the prescribed rate of exchange against the moneys raised by the issue of such debenture capital and paid into the Bank of England.

*Prescribed Rate of Exchange.*

19. That the prescribed rate of exchange for the purposes of this Contract shall be as follows; that is to say, the average rate of exchange obtained by the Secretary of State for bills payable on demand drawn on India during the half year ending either on the 30th day of June or the 31st day of December next preceding the half year in respect of which the conversion is required to be made in the accounts, and so that if the conversion is to be made in the accounts of the first six calendar months of the then current calendar year, the half year shall end on the 31st day of December, and if it is to be made in the accounts of the last six calendar months of the then current calendar year, the half year shall end on the 30th day of June. Provided that if and as often as the Secretary of State shall not have drawn bills on India payable on demand for so much as three calendar months out of any particular half year ending on a 30th day of June or 31st day of December, then any conversion of sterling money into rupees, or rupees into sterling money which would or might under this section, but for this provision, be made at the average rate obtained by the Secretary of State for bills payable on demand drawn on India during that half year, shall be made at the average rate obtained during that half vear for the best commercial bills payable on demand drawn in London on India, such average rate to be decided by the Comptroller-General at Calcutta.

*New Railway to form part of Company's Undertaking, and former Contracts to apply accordingly.*

20. That the said branch railways shall form part of the undertaking of the Company, and shall revert to the Secretary of State or be surrendered to or purchased by the Secretary of State (if at all) at the same time as and together with the railways subject to the provisions of the principal Indentures to which these presents are expressed to be supplemental or of any of such Indentures, and that subject to the provisions herein-before contained such of the covenants and provisions of the said principal Indentures as are still subsisting and capable of taking effect shall henceforth extend and be applied to the said branch railways and to their appurtenances as hereinafter mentioned; that is to say, to all land, stations, offices, wherehouses, buildings, works, engines, carriages, stock, fixed and other machinery, plant, plans, surveys, sections, books, printings, writings, documents, and conveniences whatsoever relating thereto or connected therewith (other than and except such electric telegraphs and telegraphic appliances as aforesaid), and to the tenure of the land provided therefor, and to the construction, repair, maintenance, protection, working, supervision, and control thereof, and to the sanction of the expenditure thereon, and to the running of trains and the conveyance of goods, passengers, mails, troops, and Government stores thereover, and to the fares and tolls to be charged thereon, and to the ultimate rights of property therein, and the surrender purchase, and taking possession thereof; and the Secretary of State and the Company shall respectively perform and observe such of the covenants and provisions aforesaid as are by them respectively to be performed and observed, and in the event of the Company committing any breach of or failing to perform or observe any of such covenants or provisions, or any covenant or provision herein contained, and on their part to be performed and observed, the Secretary of State shall have, exercise, and enjoy the powers and remedies conferred upon or enjoyed by him by or under the said principal Indentures, or any of them, in the event of any breach of or failure to perform the cove-

nants or provisions therein contained, and such powers and remedies shall extend to and be applicable to the said branch railways and all such lands, stations, offices, warehouses, buildings, works, stock, machinery, plant, conveniences, plans, survey, sections, books, printings, writings, and documents as aforesaid.

21. That the notices of purchase dated the 18th day of August 1899, and given by or on behalf of the Secretary of State to the Company, shall be treated as relating to the said branch railway, as well as to the other railways of the Company, and any capital money or stores in the possession of the Company on the 30th day of June 1900, for the purposes of the said branch railways, shall together with the said branch railways as then constructed, be handed over to the Secretary of State.

22. That, subject to the provisions herein-before contained, the covenants and provisions of the said several principal Indentures shall, so far as the same were subsisting immediately before the execution hereof, be and remain in full force and effect as if these presents had not been made and executed.

In witness whereof Sir Dennis Fitzpatrick, K.C.S.I., and Sir John James Hood Gordon, K.C.B., being two members of the Council of India, have hereunto set their hands and seals, and the Great Indian Peninsula Railway Company have hereunto caused their common seal to be affixed, the day and year first above written.

# APPENDIX G.

This Indenture made the first day of February 1901 BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA (hereinafter called the Secretary of State) of the one part and THE BOMBAY, BARODA AND CENTRAL INDIA RAILWAY COMPANY (hereinafter called the Company) of the other part.

WHEREAS by three Indentures dated respectively the 21st day of November 1855, the 2nd day of February 1859, and the 17th day of November 1871, of which the first-mentioned was made between the East India Company of the one part and the Company of the other part, and the two last-mentioned were made between the Secretary of State of the one part and the Company of the other part, the Company agreed to construct, and for a term of 99 years determinable as therein mentioned to work, manage, and maintain, on the terms and under the provisions in the said Indentures contained, as one undertaking, lines of railway from Bombay to Surat, thence to Baroda to Ahmedabad, and thence across the Suburmattee River to Verumgaum and Wadwan, which said lines of railway together with all branches, extensions, improvements, and additions thereto and all other lines of railway, if any, for the time being forming part of the said undertaking, are hereinafter called the Bombay and Baroda Railway.

AND WHEREAS by four Indentures, dated respectively the 24th day of September 1884, the 16th day of March 1888, the 8th day of November 1889, and the 5th day of October 1893, and made between the Secretary of State of the one part and the Company of the other part, the Company agreed to work, manage, and maintain, on the terms and under the provisions in the said Indentures contained, for a term to expire by effluxion of time on the 30th June 1900, but determinable as therein mentioned, as one undertaking, the State Railways hereinafter mentioned, that is to say, the Rajputana-Malwa Railway (as described in the said Indenture of the 24th day of September 1884), the Cawnpore-Achnera Railway, together with the Bindraban branch as part thereof (as described in the said indentures of the 16th day of March 1888, and the 8th day of November 1889), and the Godhra-Ratlam Railway (as described in the said Indenture of the 5th day of October 1893), which said railways together with all branches, extensions, improvements, and additions thereto and all other State Railways (if any) for the time being worked and maintained as part of the undertaking described in the said Indenture of the 24th day of September 1884, are herein-after called "the State Railways" except that if any part or parts of the said railways shall be retransferred to the Secretary of State under the provisions of any of the said indentures or of these presents, then as from the date of any such retransfer the expression "the State Railways" shall not include any part or parts so retransferred.

AND WHEREAS by an Indenture dated the 4th day of June 1896, and made between the Secretary of State of the one part and the Company of the other part, the Company agreed to work, manage, and maintain on the terms and under the provisions in the said Indenture contained, and until the termination of the Contract contained in the said Indenture of the 24th day of September 1884, a railway then proposed and since constructed from Ahmedabad to Prantej, with an extension to Ahmednagar, and with a further extension in certain events which have not yet happened to Udaipore, which said railway together with all branches, extensions, improvements, and additions thereto for the time being worked and maintained under and subject to the provisions of the said Indenture of the 4th day of June 1896 or any modification thereof, are hereinafter called "the Ahmedabad-Prantej Railway."

AND WHEREAS by an Indenture dated the 30th day of October 1896, and made between the Secretary of State of the one part and the Company of the other part, the Company agreed to work, manage, and maintain, on the terms and under the provisions in the said Indenture contained and until the termination of the Contract contained in the said Indentures of the 21st day of November 1855 and the 2nd day of February 1859, a railway then proposed and since constructed from Surat to Nundarbar, and thence to Amalner, which said railway, together with all branches, extensions, improvements, and additions thereto, for the time being worked and maintained under and subject to the provisions of the said Indenture of the 30th day of October 1896 or any modification thereof, are hereinafter called the "Tapti Valley Railway."

AND WHEREAS a Company has been or is about to be formed for the construction of a railway from outside the western fence of the said Rajputana-Malwa Railway Station at Sabarmati to Dholka in Guzerat, and it is proposed that the Secretary of State should enter into agreements with the Company as aforesaid and with the Company party hereto, under which the Company party hereto shall undertake to work, manage, and maintain the said proposed railway during the continuance of this Contract on terms substantially similar to those contained in the said Indenture of the 4th day of June 1896, as modified by these presents; and it has been agreed that, if such Contracts as aforesaid are entered into, these presents shall apply to the said railway, which said railway together with all improvements thereto for the time being worked and maintained under and subject to provisions of the said proposed Contract or any modifications thereof, are hereinafter called the "Sabarmati-Dholka Railway."

AND WHEREAS the Company has requested the Secretary of State to extend the duration of the said Contract contained in the said Indenture of the 24th day of September 1884 until the 31st day of December 1905, and the Secretary of State has agreed so to do upon the terms and with the modifications hereinafter contained.

NOW THIS INDENTURE WITNESSETH and it is hereby agreed as follows :

*Interpretation of Terms.*

1. The expression "the Company's railway system" means and includes the railways hereinafter mentioned, and consists or shall consist of the following component sections, that is to say :—

(*a*) The Bombay and Baroda Railway.

(*b*) The State railways.

(*c*) The Ahmedabad-Prantej Railway.

(*d*) The Tapti Valley Railway.

(*e*) The Sabarmati-Dholka Railway, if and when the Company shall have entered into a contract with the Secretary of State for the working, maintenance, and management thereof.

(*f*) Any other line or lines of railway which shall, for the time being, during the continuance of this Contract be worked and maintained by the Company as a component section of the Company's railway system.

The expression "gross earnings" means and includes, in reference to any component section which is worked under a Contract or Contracts containing a definition of that expression, the gross earnings as defined by such Contract or Contracts, and, in reference to any other component section, the gross earnings derived from the working of the railway or railways included in such section and from all other sources of income which are treated as revenue of such component section under the provisions of the Contract or Contracts relating thereto.

*Extension of the Contract relating to the Rajputana-Malwa Railway and Contracts co-terminous therewith.*

2. The Contract contained in the said Indenture of the 24th day of September 1884, and every other existing Contract terminating at the same time as that Contract, shall be extended and continue in force subject to the modifications hereinafter contained until the 31st day of December 1905, unless the same respectively be previously determined under any provisions therein contained.

*Duration of Contract.*

3. The provisions of this Contract hereinafter contained shall come into force as on and from the 1st day of July 1900, and this Contract shall continue in force until the 31st day of December 1905, unless the said Contract of the 24th day of September 1884 be previously determined, in which event this Contract shall terminate with that Contract.

*Accounts.*

4. In the accounts kept by the Company of the gross earnings of each component section of the Company's railway system in accordance with the provisions of the

Contract relating to such component section, the gross earnings of any line or lines of a different gauge from that of the main line of the component section of the said system to which such line or lines belong shall be distinguished from the other gross earnings of such component section.

5.—(1) The Company shall keep a General Working Expenses Account for the whole of the Company's Railway system.

(2) Such account shall contain an account of the working expenses of the Company's Railway system, except the working expenses of any line or lines of a different gauge from that of the main line of the component sections of such system to which such line or lines belong, and except the charge which the Secretary of State is entitled to make for the supervision, audit, and control of the Company, in respect of the undertaking mentioned in the said Indenture of the 24th day of September 1884 under Clause 38 (10) and 52 of that Contract.

(3) The expenses to be entered in the said Account as working expenses shall be all such sums, charges, and expenses (with the exceptions aforesaid) as under the provisions of the Contracts for the time being in force regulating the working, management, and maintenance by the Company of the Company's Railway system are treated as working expenses.

(4) The said Account shall be made up half-yearly to the 30th June and the 31st December in each year or to such other days as the Secretary of State shall from time to time prescribe, and shall be regularly submitted by the Company to the Secretary of State who may audit the same either concurrently with or after expenditure, or in both ways as he may think fit, and may in case of any error being discovered therein correct the same within three calendar months after the account containing such error shall have been submitted to him. Every such Account shall be considered as settled at the expiration of three calendar months after the same shall have been submitted to the Secretary of State, but nevertheless any error which may subsequently be discovered therein shall be corrected in the then next or in any subsequent General Working Expenses Account or Accounts as the Secretary of State may determine.

(5) As soon as the General Working Expenses Account for any half-year shall have been settled the working expenses in such Account shall be divided between and attributed to the component sections of the Company's Railway system in proportion to the amounts of the gross earnings of such sections respectively for such half-year other than and except the gross earnings of any line or lines of a different gauge from that of the main line of the section to which such line or lines belong.

(6) The share of all working expenses so attributed in respect of any half-year to any component section and the working expenses for such half-year of all lines (if any) belonging to such section of a gauge different from that of the main line of such section shall be deemed to be and dealt with as the actual working expenses during such half-year of such component section.

(7) The Company shall in respect of each component section keep a separate account of the working expenses of any line or lines of a different gauge from that of the main line of the component section to which such line or lines belong, and such accounts shall be kept in accordance with and subject to the provisions of the Contracts relating to the component section to which such accounts refer.

*Net receipts of the Bombay and Baroda Railway.*

6. The moneys to be applied under the provisions of Clause 18 of the said Indenture of the 2nd day of February 1859, or of any modification thereof for the time being in force as net receipts of the Bombay and Baroda Railway for any half-year during the continuance of this contract shall be the net receipts therein mentioned or referred to, and all other receipts (if any) which for the time being are, or but for this clause would have been applicable as therein mentioned after deducting therefrom the working expenses for such half-year of the Bombay and Baroda Railway to be ascertained as herein-before mentioned, and the whole or that portion of the working expenses for such half-year of any other line or lines for the time being worked by the Company which ought in accordance with the provisions of the Contracts relating thereto to be paid out of such receipts as aforesaid, and all other sums (if any) not being working expenses deductible therefrom in accordance with the provisions of the said clause or any modification thereof for the time being in force.

*Application of the Receipts of the State Railways.*

7. The receipts mentioned or referred to in Clause 39 of the said Contract of the 24th day of September 1884 and all other receipts (if any) which for the time being are or but for this provision would have been applicable as therein mentioned, after deducting the working expenses for such half-year of the State Railways to be ascertained as hereinbefore mentioned and the whole or that portion of the working expenses for such half-year of any other line or lines for the time being worked by the Company which ought in accordance with the provisions of the Contracts relating thereto to be paid out of such receipts as aforesaid and all other charges (if any) to Revenue Account (not being working expenses) properly attributable to that half-year shall be applied in the following manner and in the following order:

(1) In payment of such a sum, not exceeding in any half-year 40 rupees per mile of railway forming part of the said State Railways for the time being open for traffic, as may be required by the Secretary of State to cover the costs and charges of and incidental to the supervision, audit, und control of the Company in respect of the said State Railways by the Secretary of State;

(2) In payment of such sums (if any) as, according to the rules for the time being in force of the State Railway Provident Institution, shall from time to time be payable with the sanction of the Secretary of State to or for the purposes of that institution, and being contingent on the amount of the receipts of the undertaking which remain after the payments which, under the provisions of this Contract and Clause 38 (*8*) of the said Indenture of the 24th day of September 1884, are to be included amongst the working expenses in the General Working Expenses Account for such half-year;

(3) In payment of the percentage on the capital expenditure of the Company on the rolling stock purchased by the Company for the purposes of the Godhra-Rutlam Railway mentioned in and provided for by Clause 4 of the said Indenture of the 5th day of October 1893;

(4) In payment to the Secretary of State of interest at 4 per cent. per annum on the money standing to the debit of the Capital Account and Stores Account kept under the provisions of the said Indenture of the 16th day of March 1888, and of interest at 5 per cent. per annum on money standing to the debit of the Capital Advance Account and Capital Account and Stores Account kept under the provisions of the said Indenture of the 24th day of September 1884.

(5) And the surplus (if any) shall belong to the Secretary of State.

The provisions of this clause and of Clause 5 hereof shall be substituted for and supersede Clauses 33, 37, 38 and 39 of the said Indenture of the 24th day of September 1884, and Clause 6 of the said Indenture of 16th day of March 1888, except that Clauses 33 and 38 of the former Indenture shall continue in force for the purpose of ascertaining what sums are to he considered as working expenses in respect of the State Railways.

*As to the re-transfer of portions of the State Railways.*

8. In addition to the power conferred upon the Secretary of State by Clause 9 of the said Indenture of the 24th day of September 1884, the Secretary of State may from time to time or at any time during the continuance of this Contract, request the Company to re-transfer to him all or any part or parts of either or both of the railways hereinafter mentioned, that is to say, (1) the said Cawnpore-Achnera Railway with the said Bindraban branch thereof, and (2) the Bhatinda-Ferozepore section of the railway from Rewari to Ferozepore mentioned in the said 9th Clause of the said Indenture, and the Company shall re-transfer the same accordingly, and the provisions of Clause 9 of the said Indenture shall *mutatis mutandis* extend to and apply to any such re-transfer, and the provisions of Clauses 28 and 31 of the said Indenture shall apply to any re-transfer of all or any part of the Bhatinda-Ferozepore section. In the event of the re-transfer of all or any part or parts of the said Cawnpore-Achnera Railway particulars similar to those mentioned in Clause 28 of the said Indenture of the 24th day of September 1884 shall be entered in the Capital Account of that Railway with this variation that the 1st day of October 1886 shall be substituted in

place of the 1st day of January 1885, and the value (to be agreed upon by the Secretary of State and the Company) of any stores re-transferred shall be credited to the Stores Account of that Railway.

*Application of Gross Earnings of the Ahmedabad-Prantej Railway.*

9. The sum to be paid over to the Company by the Secretary of State in respect of the Ahmedabad-Prantej Railway under the provisions of Clause 23 of the said Indenture of the 4th day of June 1896 for every half-year during the continuance of this Contract shall be a sum equal (subject to the provision hereinafter contained) to the working expenses for such half-year of the said Railway to be ascertained as hereinbefore mentioned less such sums (if any) as the Secretary of State is entitled to retain under Clause 25 of the said Indenture, provided always that such sum is not in any year to exceed 44 per cent. of the gross earnings of the said Railway for that year, and Clause 23 of the said Indenture shall be modified accordingly.

*Application of Gross Earnings of the Tapti Valley Railway.*

10. The sums to be paid over to the Company by the Secretary of State in respect of the Tapti Valley Railway under the provisions of Clause 23 of the said Indenture of the 30th day of October 1896 for every half-year during the continuance of this Contract shall be a sum equal (subject to the provisions hereinafter contained) to the working expenses for such half-year of the said Railway, to be ascertained as hereinbefore mentioned, less such sums, if any, as the Secretary of State is entitled to retain under Clause 25 of the said Indenture, provided always that such sums shall not in any year exceed 44 per cent. of the gross earnings of the said Railway for that year, and Clause 23 of the said Indenture shall be modified accordingly.

*Time for Commencement of Rebate to the Tapti Valley Railway.*

11. The date from which the Secretary of State shall be entitled to retain the sums mentioned in Clause 25 of the said Indenture of the 30th day of October 1896 by way of rebate shall be the 30th day of June 1900, and Clause 25 of the said Indenture shall be modified accordingly.

*Arbitration Clause.*

12. If the Secretary of State and the Company shall fail to agree touching any matter with respect to which their agreement is required by this Contract, or if in any case any dispute, question, or controversy shall at any time arise between the Secretary of State and the Company touching these presents or any clause or thing herein contained, and the construction hereof, or any matter connected with these presents or the operation hereof, or the rights, duties, and liabilities of either party in relation to the premises, then and in every such case the matter as to which the Secretary of State and the Company shall fail to agree, or the matter in difference, as the case may be, shall be referred to arbitration in accordance with the provisions in that behalf contained in the Contracts for the time being in force relating to the component section of the Company's railway system in respect of which such matter as aforesaid shall arise, or in the absence of any such provision in the contracts for the time being in force relating to the component section in respect of which any such matter as aforesaid shall arise, or in case any such matter as aforesaid shall arise affecting more than one of such component sections, or in case the Secretary of State and the Company shall fail to agree as to what provision for arbitration is applicable under this clause to any such matter as aforesaid, then and in every such case such matter as aforesaid shall be referred to two Arbitrators, one to be appointed by each party, pursuant to, and so as with regard to the mode and consequences of the reference, and in all other respects to conform to the provisions in that behalf contained in the Arbitration Act, 1889, or any subsisting statutory modification thereof.

# APPENDIX H.

This Indenture, made the 18th day of January 1901, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA (hereinafter called "the Secretary of State") of the one part, and THE MADRAS RAILWAY COMPANY (hereinafter called "the Company") of the other part.

WHEREAS these presents are supplemental to three Indentures made between the East India Company of the one part, and the Company of the other part, and respectively dated the 22nd day of December 1852, the 19th day of December 1855, and the 13th day of August 1858, and to two Indentures made between the Secretary of State of the one part, and the Company of the other part, and respectively dated the 2nd day of January 1871 and the 13th day of March 1885, which said Indentures are hereinafter referred to as the principal Indentures.

AND WHEREAS it is proposed to construct, on a route to be determined by the Secretary of State, a line of railway to be connected with the existing line of the Company at their station at Calicut, and to proceed thence *viâ* Cannanore to Baliapatam and Azikhal, with all necessary and proper works and equipments incidental thereto, and the Company have agreed with the Secretary of State to construct and work the said proposed railway as part of their undertaking on the terms and conditions hereinafter contained.

AND WHEREAS it has been agreed between the parties hereto that the Company shall, in pursuance of powers in that behalf vested in them, raise the moneys required to meet the cost of the construction of and equipment of the said proposed railway by the issue of debentures upon the terms hereinafter mentioned, and that the moneys to be raised as aforesaid shall be dealt with in manner hereinafter appearing, and that the Secretary of State shall guarantee the payment of the principal moneys secured by the said debentures, and of the interest thereon, in manner hereinafter mentioned.

AND WHEREAS the expressions "the said line of railway" or "the said railway," whenever the same are hereinafter used, are intended to mean the said proposed line of railway to which this Contract relates, unless there be something in the subject or context repugnant to such construction.

NOW THIS INDENTURE WITNESSETH, and it is hereby agreed and declared as follows:

*Selection of Line.*

1. That it shall be lawful for the Secretary of State to determine, fix upon, and select the route and direction of a line of railway on the 5′ 6″ gauge to be connected with the existing line of the Company at their station at Calicut and to proceed thence *viâ* Cannanore to Baliapatam and Azikhal.

*Notice of Line.*

2. That the Secretary of State shall give notice to the Company of the line when so selected as aforesaid, or of any part or parts thereof, as such part or parts thereof shall from time to time be fixed upon, and it shall be lawful for the Secretary of State from time to time to alter the said route or direction, or to extend or limit the same, as he shall think fit, after such notice as aforesaid. Provided always, that if any such alteration shall be made after the railway shall have been commenced in a previously selected route or direction, the expense of the said alteration or in any way incident to such alteration, including the cost of all work rendered unnecessary by reason of such alteration, shall be considered as properly incurred by the Company.

*Land.*

3. That the Secretary of State shall after the selection of the route and direction of the said line of railway, or of any part or parts thereof, and from time to time as may be necessary, provide the land which shall be required for the said railway or for the part or parts thereof so selected, and the works connected therewith, and for proper stations, offices, warehouses, and other conveniences for the same, and shall give to the Company possession thereof, and that all land of which possession shall be so given to the Company, which shall not be permanently required for the purposes of the Company, shall as soon as practicable be restored to the Secretary of State.

*Construction and Equipment of Line.*

4. That the Company shall, on receiving possession of the land required for the said railway or any part thereof, forthwith commence and proceed with diligence in the construction of the said railway, with all necessary or proper stations, buildings, works, and conveniences, and with all practicable speed complete and fully equip the same with plant, machinery, and rolling stock in all respects to the satisfaction of the Secretary of State. So soon as the said railway shall be completed for such a distance as in the opinion of the Secretary of State shall be desirable, the Company shall, upon being authorised so to do by the Secretary of State, forthwith open the same for the conveyance of passengers and goods.

*Capital.*

5. That the Company shall pay into the Bank of England to the credit of the Secretary of State the amount actually received in respect of the debentures issued with the sanction of the Secretary of State under clause 11.

*Police during Construction.*

6. That the Secretary of State shall provide and maintain at the cost exclusively of the Company such a force of police as, with the approval of the Secretary of State, the Company shall require for the protection of so much of the said line of railway as shall for the time being be in course of construction, and the cost of providing and maintaining such police shall be taken to be as from time to time stated by the Secretary of State, and shall be paid on demand from time to time to the Secretary of State by the Company, and shall be deemed to be part of the cost of construction chargeable to capital.

*Telegraphs.*

7.—(1) That the Secretary of State may from time to time establish such electric telegraphs (which term shall throughout this Contract include telephones) as he shall think fit along or upon the said railway, or any part or parts thereof, or any land or works belonging thereto, and maintain and work the electric telegraphs to be established as aforesaid as he shall think fit, and it shall be lawful for him for such purposes or any of them (in addition to the general powers which it is hereby declared that he shall at all times have of entering by agent or otherwise upon all or any land of which he shall, pursuant to this Contract, have allowed the Company to have possession) to enter at all times by his agents, workmen, or others on any part or parts of the said railway or the lands or works belonging thereto, and to erect, place, maintain, make, do, and execute thereon all such buildings, machinery, works, appliances, acts, and things as the Secretary of State shall consider necessary or proper in relation to the construction, maintenance, use, and working of the said electric telegraphs. The Secretary of State shall be exclusively entitled to the possession of all buildings, machinery, works, and appliances erected or brought by him under the powers conferred on him by this clause on the said railway or on any land or works belonging thereto. The Company shall at all times furnish the Secretary of State with such free passes over the said railway, or any parts thereof, as he shall require for persons employed by him in or about or in connection with the construction, maintenance, working, or inspection of the electric telegraphs mentioned in this clause, or any buildings, machinery, works, or appliances appertaining thereto.

(2) That the Secretary of State shall from time to time allow the Company to have the exclusive use of any such electric telegraphs and telegraphic appliances as he shall from time to time consider proper to be used by the Company for the purpose of safely or efficiently working the said railway, or any part or parts thereof. The Secretary of State shall maintain and keep in good repair and in good working condition the electric telegraphs and telegraphic appliances of which the Company shall for the time being be allowed to have the use.

(3) That the Company shall from time to time, upon demand by or on behalf of the Secretary of State, pay into such Government Treasury in India as shall from time to time be appointed for the purpose by the Secretary of State the amount which the Secretary of State shall from time to time require the Company to pay in respect of the charges made from time to time by the Telegraph Department of Her Majesty's Indian Government for rent, maintenance, and inspection of the electric telegraphs and

telegraphic appliances of which the Secretary of State shall from time to time under the provisions of these presents have allowed to the Company the exclusive use, such charges not to be in excess of similar charges for the time being in force in the case of State Railway Telegraphs.

(4) That the Company, if so directed by the Secretary of State, shall in relation to any electric telegraphs or telegraphic appliances of which under the provisions of these presents it shall for the time being be allowed to have the use observe the rules applicable to telegraphs and telegraphic appliances which shall for the time being be in force in the case of State Railway Telegraphs, or such rules as the Secretary of State may from time to time prescribe to be observed by the Company, and the Company, if so directed by the Secretary of State, shall account in such manner as shall be prescribed by the rules which shall for the time being be in force in relation to State Railway Telegraphs, or as the Secretary of State shall require, for the receipts derived from the working of telegraphs and telegraphic appliances.

*Capital Account.*

8. That a separate capital account relating to the said railway shall be kept by the Company (such capital account to be called " the West Coast Extension Capital Account of the Madras Railway "), to which account all moneys raised by the Company with the sanction of the Secretary of State for the purposes of the said railway and paid to his credit at the Bank of England shall be carried on the one side, and on the other all moneys from time to time paid by the Company with the sanction of the Secretary of State for the construction of the said railway or any section thereof, and the works and conveniences (other than electric telegraphs and telegraphic appliances) thereto belonging, and for the original cost of engines, carriages, and the plant and machinery provided for the purpose of the said railway, and the cost of providing and maintaining during construction such a force of police as aforesaid, and the cost of maintaining the said line of railway, if the whole shall be open for traffic at the same time, and the cost of maintaining any section thereof, if the same shall be open for traffic in sections under clause 4, with works and conveniences and machinery and stock, in good working condition for two years after the opening thereof respectively; and when and so soon as the said railway and works shall have been completed and equipped with the necessary rolling-stock and plant, and been opened for two years, or at an earlier time or times if the Secretary of State shall require the same, the said capital account shall be made up and a copy shall be furnished to the Secretary of State, and such account shall be audited and certified by the Secretary of State. Upon any additions, alterations, and improvements, such as shall properly be chargeable to the capital account, being thereafter made with the sanction and approval of the Secretary of State to, of, or in the said railway or the works, conveniences, engines, carriages, and other plant and machinery belonging thereto, the cost necessarily incurred in executing such additions, alterations, or improvements shall be added to the said capital account, and the said capital account shall from time to time be made up and stated afresh as occasion shall require and be audited and certified accordingly; and none of the moneys to be carried to the said account shall be carried to or included in the capital account kept by the Company under the provisions of the principal Indenture of the 2nd day of January 1871.

*Account of Receipts.*

9. That the Company shall, in such forms and under such heads or divisions as shall be prescribed by the Secretary of State, keep an account of all receipts whatsoever in respect of the said line of railway and the telegraphs (except such receipts as properly belong to the capital account hereinbefore agreed to be kept), and such accounts shall be called " the West Coast Extension Receipts accounts of the Madras Railway Company," and shall be made up half-yearly to the 30th day of June and the 31st day of December in every year, or to such other days in the year as the Secretary of State shall appoint, and shall be regularly transmitted to the Secretary of State, who shall be at liberty at all times in auditing the same accounts to make any corrections therein which may be necessary.

*Deposit of Receipts.*

10. That all receipts of the said railway, and of the telegraphs, received by or on account of the Company in India shall be paid into the revenue account of the Madras

Railway Company as prescribed by clause 5 of the principal Indenture of the 2nd January 1871.

*Debentures to be issued.*

11. That for the purpose of providing the moneys which in the opinion of the Secretary of State shall be required by the Company for the construction and equipment of the said railway and works, or otherwise in respect of the matters to be included in the said West Coast Extension Capital Account of the Madras Railway Company, the Company shall, with the sanction of the Secretary of State, issue debentures (not conferring upon the holders thereof the privilege of converting the same into shares or stock of the Company) at such times, and to such amount, and subject to such regulations, and upon such terms and conditions, and in such form, and carrying interest at such rate as shall be approved by the Secretary of State.

*Guarantee by Secretary of State of payment of Principal and Interest secured by such Debentures.*

12. That the provisions contained in the 1st and 2nd clauses of the principal Indenture of the 13th day of March 1885 for the provision by the Secretary of State of the moneys required for the payment of the principal and interest due on the debentures therein mentioned, and otherwise in relation thereto, shall extend and apply, *mutatis mutandis*, to the debentures to be issued under the provisions or for the purposes of this contract and to the principal moneys and interest thereby secured.

*Moneys raised by Debentures not to be "Capital expended by the Company," and treatment of surplus Money.*

13. That no moneys at any time raised or to be raised by the Company by the issue of debentures under the provisions or for the purposes of this contract shall for the purposes of the provisions as to surrender and re-entry contained in the said principal Indenture of the 2nd day of January 1871 (being the 8th and 10th clauses respectively of that Indenture and extended and made applicable to the said line of railway in manner hereinafter appearing), or any of such provisions, be construed to be "capital expended by the Company"; capital expended by the Company having, for the purpose of those clauses and of the application thereof to the said line of railway, only the meaning assigned thereto by the 6th clause of the principal Indenture of the 13th day of March 1885, and the provisions of that clause relating to surplus moneys and interest thereon shall extend and apply to any surplus moneys at any time raised by the Company by the issue of debentures under the provisions or for the purposes of this contract and to the interest thereon.

*Application of Profits.*

14.—(1) That the 6th clause of the principal Indenture of the 2nd day of January 1871 shall not apply to the net receipts of the said line of railway, and that the 3rd clause of the principal Indenture of the 13th day of March 1885 shall not apply to the interest paid by the Secretary of State in respect of any debentures issued under the provisions or for the purposes of this contract.

(2) That for the purposes of this clause the net receipts realised during any half year on the said line of railway, including the telegraphs, shall be the gross receipts of the said line of railway during such half year, less the working expenses during such half year, which said working expenses shall be calculated at the average rate prevailing in such half year over the entire system for the time being of the Company.

(3) That subject to the proviso hereinafter contained, the whole of the net receipts realised during any half year on the said line of railway shall belong to the Secretary of State as part of the revenues of India. Provided always, that in case in any half year such net receipts shall exceed the equivalent in rupee currency, converted at the prescribed rate of exchange, of the aggregate amount of interest payable for such half year by the Secretary of State in respect of any debentures issued under the provisions or for the purposes of this contract, one-fifth of such excess shall belong and be paid to the Company in rupees in India for their own use and benefit.

## Appendix H—*contd.*

(4) That in case in any half year hereafter, whether before, during, or after the construction of the said railway, there be no receipts or no net receipts realised during such half year on the said line of railway, or such net receipts (if any) be less than the aggregate amount of such interest as aforesaid payable for such half year, the Secretary of State shall be entitled to retain the amount of such interest or of so much thereof as such net receipts (if any) are insufficient to meet out of the net receipts realised during such half year, and (if there be still a deficiency) during the next succeeding half year, on every line of railway for the time being belonging to the Company, the receipts of which are subject to the provisions of the principal Indenture of the 2nd day of January 1871, and the moneys so retained shall in every such half year, in estimating whether there be any excess of net receipts for that half year to be divided under the provisions of the said principal Indenture between the Secretary of State and the Company, be first taken into account and paid out of the receipts of the Company in the same manner as the amount paid by the Secretary of State for the interest guaranteed on the share capital of the Company is so taken into account and paid out of such receipts, except that the rate of exchange applicable to any moneys so retained as aforesaid shall be the prescribed rate of exchange hereinafter mentioned.

(5) That except so far as may be necessary for carrying out the provisions herein contained, the provisions of the 6th clause of the principal Indenture of the 2nd day of January 1871, and of the 3rd clause of the principal Indenture of the 13th day of March 1885, shall be and remain in full force and effect.

*Conversion of Capital.*

15. That all moneys drawn by the Company in India, in respect of or in anticipation of debenture capital issued for the purposes of this contract, shall be set off at the prescribed rate of exchange against the moneys raised by the issue of such debenture capital and paid into the Bank of England.

*Prescribed Rate of Exchange.*

16. That the prescribed rate of exchange for the purposes of this contract shall be as follows; that is to say, the average rate of exchange obtained by the Secretary of State for bills payable on demand drawn on India during the half year ending either on the 30th day of June or the 31st day of December next preceding the half year in respect of which the conversion is required to be made in the accounts, and so that if the conversion is to be made in the accounts of the first six calendar months of the then current calendar year, the half year shall end on the 31st day of December, and if it is to be made in the accounts of the last six calendar months of the then current calendar year, the half year shall end on the 30th day of June. Provided that if and as often as the Secretary of State shall not have drawn bills on India payable on demand for so much as three calendar months out of any particular half year ending on a 30th day of June or 31st day of December, then any conversion of sterling money into rupees, or rupees into sterling money, which would or might under this section, but for this provision, be made at the average rate obtained by the Secretary of State for bills payable on demand drawn on India during that half year, shall be made at the average rate obtained during that half year for the best commercial bills payable on demand drawn in London on India, such average rate to be decided by the Comptroller-General at Calcutta.

*New Railway to form part of Company's undertaking, and former Contracts to apply accordingly.*

17. That the said line of railway shall form part of the undertaking of the Company and shall be surrendered to or purchased by the Secretary of State (if at all) at the same time as and together with the railways subject to the provisions of the principal Indeuture of the 2nd day of January 1871, and that, subject to the provisions hereinbefore contained, such of the convenants and provisions of the principal Indentures of the 22nd day of December 1852, the 19th day of December 1855, the 13th day of August 1858, and the 2nd day of January 1871 as are still subsisting and capable of taking effect shall henceforth extend and be applied to the said railway and to its appurtenances hereinafter mentioned; that is to say, to all land, buildings, works, engines, carriages, stock, fixed and other machinery, plant, plans, surveys, sections, books, printings, writings, documents, and conveniences whatsoever belonging thereto or connected therewith (other than and except such electric telegraphs and telegraphic

appliances as aforesaid), and to the tenure of the land provided therefor, and to the repair, maintenance, working, supervision and control thereof, and to the sanction of the expenditure thereon, and to the conveyance of goods, passengers, mails, troops, and Government stores thereover, and to the fairs and tolls to be charged thereon, and to the ultimate rights of property therein, and the surrender, purchase, and taking possession thereof, and the Secretary of State and Company shall respectively perform and observe such of the covenants and provisions aforesaid as are by them respectively to be performed and observed; and in the event of the Company committing any breach of or failing to perform or observe any of such convenants or provisions or any covenant or provision herein contained and on their part to be performed and observed, the Secretary of State shall have, exercise, and enjoy the powers and remedies conferred upon or enjoyed by him by or under the said principal Indentures or any of them in the event of any breach of or failure to perform the covenants and provisions therein contained, and such powers and remedies shall extend and be applicable to the said railway and to all such lands, buildings, works, engines, carriages, stock, machinery, plant, conveniences, plans, surveys, sections, books, printings, writings, and documents as aforesaid.

18. That subject to the provisions hereinbefore contained, the covenants and provisions of the said several principal Indentures shall, so far as the same were subsisting immediately before the execution hereof, be and remain in full force and effect as if these presents had not been made and executed.

# APPENDIX I.

**This Indenture** made the fifth day of February 1901 BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA hereinafter called the Secretary of State of the one part and THE ROHILKUND AND KUMAON RAILWAY COMPANY LIMITED hereinafter called the Company of the other part.

WHEREAS these presents are supplemental to an Indenture dated the 12th day of October 1882 and made between the parties hereto (hereinafter called the original Contract) to an Indenture dated the 8th day of September 1890 and made between the same parties (hereinafter called the principal Contract) and to an Indenture dated the 31st day of December 1892 and made between the same parties (hereinafter called the capital advance Contract).

AND WHEREAS the Secretary of State in pursuance of powers conferred upon him by the principal Contract by notice in writing dated the 28th day of November 1899 gave the Company notice of his intention to determine the principal Contract on the 31st day of December 1900.

AND WHEREAS it has since been agreed between the Secretary of State and the Company that the said notice shall be withdrawn and that the principal Contract and capital advance Contract shall be modified in the manner hereinafter appearing.

NOW THIS INDENTURE WITNESSETH and it is hereby agreed and declared as follows :—

*Prolongation and Modification of Principal Contract.*

1.—(1) The said notice by the Secretary of State of his intention to determine the principal Contract on the 31st day of December 1900 is hereby withdrawn and subject to the provisions of these presents the respective rights and liabilities of the Secretary of State and the Company under the Contracts to which these presents are supplemental and under all other Contracts existing between them or otherwise shall continue as if the said notice had not been given or the principal Contract determined and the principal Contract shall subject to the provisions hereinafter contained be prolonged and continue in force until determined under the provisions in that behalf contained in clause 10 of these presents.

(2) The provisions hereinafter contained shall unless otherwise expressly provided come into force on the 1st day of January 1901 and the principal Contract and these presents shall be deemed to be and be construed as one Contract and the expression "this Contract" either in the principal Contract or in these presents shall unless the context or circumstances otherwise require be deemed to refer to such one Contract.

*Interpretation of Terms.*

2. The following expressions shall have the meanings hereinafter mentioned instead of the meanings attributed to them respectively by the principal Contract.

The expression "the gross earnings of Railway No. 1" means and includes all receipts from coaching and merchandise traffic over the Company's Railway No. 1 and between any station thereof and any station on the joint line and one-eighth of such receipts from exclusively local traffic on the joint line and such proportion of the receipts from traffic interchanged with the undertaking as is mentioned in Section 6 of these presents and all receipts from the use of telegraphs and the carriage of mails on the Company's Railway No. 1 and all sums received in respect thereof as rents tolls on bridges and from all other sources the receipts from which are treated as revenue on Indian Railways generally. It does not include the sums received by the Company from the system of transport established under Section 35 of the original Contract (which system the Company is to be at liberty to discontinue at any time upon giving to the Secretary of State six months' previous notice in writing of its intention to do so) nor any interest on unexpended capital of the Company.

The expression "the gross earnings of the undertaking" means and includes all receipts from coaching and merchandise traffic over such part or parts of Railways Nos. 2, 3, and 4 as is or are for the time being opened for public traffic (with the exception of such portion of the gross receipts due to the joint line as under the last preceding sub-section of this section is included in the gross earnings of Railway No. 1) and such proportion of the receipts from traffic interchanged with Railway No. 1 as is mentioned in Section 6 of these presents and all receipts from the use of the telegraphs and the carriage of mails thereon and all other sums in respect thereof

as rents tolls on bridges and from all other sources the receipts from which are treated as revenue on Indian Railways generally.

The expression "working expenses" when not qualified or limited means and includes the expenses of maintaining and working the open system of which expenses one account only is to be kept. It includes the payments in lieu of forest dues under Section 9 of the original Contract but does not include the expenses of working the system of transport established under Section 35 of the original Contract nor the payment for the improvement of the bridge over the Kitcha River under Section 17 of that Contract.

*As to Fares and Rates.*

3. The following Section shall be substituted for section 27 of the principal Contract, that is to say :—

(1) The Secretary of State shall from time to time authorise maximum and minimum rates within which the Company shall be entitled to charge the public for services rendered by way of or in connection with the conveyance of passengers and goods on the undertaking and shall prescribe the several classes and descriptions of passengers and goods to which such rates shall be respectively applicable as well as the extent to which within the maxima and minima so authorised the Company may vary the said rates in respect of the distance or weight or speclai conditions under which such conveyance takes place or services are rendered.

(2) The Secretary of State shall give the Company not less than three months' previous notice in writing of his intention to make any change in the existing rates or in the rates or classification so authorised and prescribed and unless the Company shall assent to such change it shall not be operative until the expiry of the said notice Provided that the Secretary of State may give notice of his intention to change the existing rates as on and from the 1st January 1901 at any time not less than three months previous to that date Provided also that when the Secretary of State shall declare that a change is necessary to meet a public emergency it shall suffice for him to give such shorter notice as he shall consider reasonable.

(3) In making charges to the public for services under this clause the Company shall not without the special sanction of the Secretary of State calculate the same otherwise than in accordane with the rates authorised in the manner herein prescribed or make any reduction by rebate or otherwise that will have the effect of bringing any rate actually paid below the minimum authorised in the manner herein stated.

(4) Notwithstanding anything herein contained the Company may charge for the conveyance of passengers and goods between any station on the joint line and any station on Railway No. 1 the rates and fares in force for the time being on Railway No. 1 under the maximum tariff fixed for that Railway in Section 28 of the original Contract. Provided nevertheless that the Company shall carry on the open system or any part or parts thereof food grains and salt at such rates, not being less than the minimum rate for goods for the time being in force, as the Secretary of State may fix, and shall carry fuel for distances exceeding 100 miles at a rate not exceeding $\frac{1}{8}$th pie per maund per mile, loading and unloading of such fuel being done by consignors or consignees.

(5) The term "goods" shall as regards this section include everything conveyed on the open system passengers only excepted.

*Apportionment of Receipts and Interchange of Traffic.*

4. All receipts arising from coaching and merchandise traffic between any station on Railway No. 1 and any station of the joint line and one-eighth of all such receipts from exclusively local traffic on the joint line shall belong to and form part of the gross earnings of Railway No. 1.

5. All receipts arising from coaching and merchandise traffic between any station on any part of the undertaking other than the joint line and any station on the joint line and seven-eighths of all such receipts from exclusively local traffic on the joint line shall belong to and form part of the gross earnings of the undertaking.

6. All receipts arising from coaching and merchandise traffic between any station on Railway No. 1 and any station on any part of the undertaking other than the joint line or on any other line in connection with the undertaking shall be divided between Railway No. 1 and the undertaking in proportion to the number of miles of Railway No. 1 and of the undertaking respectively over which such traffic shall have been carried and for the purpose of such apportionment two miles of Railway No. 1 shall be deemed to be equivalent to three miles of the undertaking. All receipts to which Railway No. 1 and the undertaking are respectively entitled under this section shall form part of the gross earnings of Railway No. 1 and the undertaking respectively.

*Transport from Katgodam to Naini Tal Brewery.*

7.—(1) The Company shall keep a separate account of all moneys received from the transport of passengers and goods over the road from Katgodam to Naini Tal Brewery mentioned in the original Contract or any part of such road and of all expenses properly attributable to revenue incurred by them with the sanction of the Secretary of State in working and maintaining the system of transport over such road in accordance with the provisions of the original Contract, but without including therein any portion of the general expenses of the management of the Company. The said account shall be made up and balanced at the end of every half-year and all such expenses as aforesaid shall so far as possible be borne by the receipts aforesaid for the half-year to which such expenses are properly attributable.

(2) If at the end of any half-year the said account shows a balance of receipts over payments the amount of such balance shall be paid over to the Company when the "net earnings" of Railway No. 1 for such half-year are paid over to the Company and shall form part of the "net earnings" of that Railway for that half-year.

(3) If at the end of any half-year the said account shows a deficiency of receipts with respect to payments the amount of such deficiency shall be retained by the Secretary of State from the gross earnings of Railway No. 1 as if such deficiency were part of the working expenses of that railway referred to in Section 55 of the principal Contract.

(4) All such receipts as aforesaid shall for the purposes of Section 33 of the principal Contract be deemed to form part of the gross earnings of Railway No. 1.

*Secretary of State's Capital of the Undertaking.*

8. Notwithstanding the provisions of Section 49 of the principal Contract the Secretary of State's capital in the undertaking shall for the purposes of Sub-section 4 of Section 56 of the principal Contract be taken to be the aggregate amount for the time being advanced by the Secretary of State to the Company for capital purposes of the undertaking (other than and except the sum of ₹20,34,195 raised by the issue of 147,000*l.* debentures mentioned in the capital advance Contract) and the amount at debit of Part I of the capital account.

*Interest on Advances.*

9. All sums to be advanced by the Secretary of State after the 31st December 1900 under Section 2 of the capital advance Contract shall bear interest at the rate of 3½ per cent. per annum and the proviso at the end of Section 5 of that Contract shall be read as though the words "3½ per cent." were substituted for the words "4 per cent." in such proviso.

*As to Determination of the Contract.*

10. The following section shall be substituted for Section 78 of the principal Contract and any reference to that Section in the principal Contract shall be deemed to refer to this section—

"The Secretary of State may determine this contract on the 31st day of December 1907 or on the 31st day of December in any subsequent year upon giving to the Company in London not less than twelve calendar months' previous notice in writing of such determination and upon the expiration of such notice this Contract shall thereupon absolutely cease and determine but without prejudice to the rights of either party against the other in respect of any convenant herein contained which may have been previously broken."

# APPENDIX J.

An Agreement made this second day of December 1899 BETWEEN THE GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE (hereinafter called "the Government") of the one part and THE SOUTHERN MAHRATTA RAILWAY COMPANY, LIMITED, a Joint Stock Company with limited liability having its registered office in London (hereinafter called "the Company") of the other part.

WHEREAS a portion of the line of railway from Yesvantpur to Guntakal *viâ* Hindupur and Dharmavaram—namely the portion from Yesvantpur to the frontier of the State (hereinafter referred to as the "Hindupur Railway")—has been constructed by the Government and forms part of the Mysore State Railway;

AND WHEREAS the Government and the Company have agreed that the Company shall maintain and work the Hindupur Railway upon the terms and conditions hereinafter contained;

NOW THESE PRESENTS WITNESS and it is hereby mutually agreed and declared by and between the parties hereto as follows:—

Definitions.

1. Throughout this Agreement, unless otherwise stated, or unless there is something repugnant in the context, the following terms are to have the meaning set opposite to each of them, respectively, namely:—

(*a*) The expression "The Government" means the Government of His Highness the Maharaja of Mysore, their successors in office and assigns.

(*b*) "The Company" means the Southern Mahratta Railway Company, Limited, their successors and assigns.

(*c*) The "Hindupur Railway" means the railway from Yesvantpur to the frontier of the State forming a portion of the Yesvantpur-Guntakal Railway *viâ* Hindupur and Dharmavaram.

(*d*) The "Consulting Engineer" means the Consulting Engineer to the Government of Bombay and his successors in office.

(*e*) "The Resident" means the British Resident in Mysore and his successors in office.

(*f*) The "State Engineer" means the Head of the State Public Works Department of the Government in the Railway Branch, and his successors in office.

(*g*) "Mysore Contract" means the contract dated the 31st day of August 1887, and made between the Secretary of State for India in Council and the Southern Mahratta Railway Company, Limited, and relating to the Mysore State railway.

(*h*) "New Minor Works" means new minor works the expenditure on which is chargeable to Revenue, as defined in clause 48 (1) of the Mysore contract.

(*i*) "The Company's Railway system" shall mean and include the entire system of Railways worked by the Company, including the Hindupur Railway.

Duration of Agreement.

2. This Agreement shall be taken to have commenced and come into force as from the 17th day of September 1893 and shall be and remain in force until the 31st December 1904 and shall be terminable then or on the 1st day of January or the 1st day of July in any year thereafter on 12 months' notice in writing being given by either party to this Agreement to the other, but without prejudice to the rights of either party against the other in respect of any covenant herein contained which may have been previously broken. If not terminated sooner, this Agreement will terminate, without prior notice, on the date on which the Mysore contract may terminate.

Completion of Works.

3. The Hindupur Railway (including the Stations, Station-buildings, Sidings, Furniture, Weighing-machines, Dwellings for the staff, Level-crossings, Signals, Signal lamps, Watering arrangements and all other necessary Station machinery and appliances for working the

railway, together with any additions thereto, which may from time to time be found necessary) shall be thoroughly made, finished and equipped by the Government at its own cost.

Inventory.

4. An inventory of the Hindupur Railway and of the works, plant and machinery connected therewith as well as any supplements to such inventory as may from time to time be necessary shall be made signed and delivered by the Company to the Government.

Stores account.

5. The Company shall make up and deliver to the Government an account of all such stores delivered to the Company on the 17th day of September 1893 and of the value of such stores, the value thereof (except in those cases if any in which a different value is agreed upon by the Government and the Company) shall be taken as entered in the accounts of the Hindupur Railway.

Responsibility of Company.

6. During the continuance of this contract, the Company shall maintain the Hindupur Railway together with the plant and machinery and keep the same in good repair and good working condition and supplied with sufficient rolling stock, plant and machinery as if it were part of the Company's railway system, and shall do all in their power to develop the traffic on the Hindupur Railway and shall manage, use and work the Hindupur Railway and shall convey traffic thereon.

Construction of New Works.

7. No new works chargeable to capital shall be commenced until the approval of the Government has been first had and obtained in writing, and the necessary funds have been supplied to the Company for their construction by the Government.

Land.

8. The Government will provide for the Company any land that may at any time be required for the Hindupur Railway.

Mode of communication between parties.

9. All correspondence connected with the working of the Hindupur Railway under any of the clauses of this Agreement shall, so far as questions affecting principles and important matters are concerned, be conducted between the Government and the Company's Agent for the time being through the medium of the Resident in Mysore and the Consulting Engineer, but in ordinary matters the Government shall, if it desires to do so, correspond with the Company's Agent through their own officials.

Construction of New Minor Works.

10. The Company shall execute such new minor works as may from time to time be necessary, after having first obtained the sanction of the Government for so doing.

Rolling Stock.

11. During the continuance of this Agreement, the whole of the Rolling Stock, including Locomotives, Carriages, Wagons, Sheets and other appliances for the proper equipment and efficient working of the Hindupur Railway shall be provided by the Company free of charge to the Government.

Control of Traffic.

12. The Company shall have the entire control of the Train and Traffic arrangements of the Hindupur Railway, and shall, during the continuance of this Agreement, cause to be run upon the Hindupur Railway, or such portion thereof as for the time being shall have been opened for public traffic so many trains, at such times, at such rates of speed, between such places, and with such conveniences and accommodation, as the traffic shall from time to time require after duly considering any recommendations or suggestions from the Government, and provided that at least one train shall be run daily throughout the entire length in each direction.

Staff.

13. The Company shall provide the whole of the staff required for the efficient working and maintenance of the Hindupur Railway, together with all materials, stores, etc., required for such purpose.

Telegraphs.

14. The Company shall arrange with the Government of India, or otherwise, for the supply and maintenance of the requisite Telegraphs and Telegraph appliances, and payments on account of rental and maintenance shall form part of the working expenses of the Company's railway system and the Hindupur Railway as defined in clause 1 herein; and the

necessary equipment of the Telegraph Offices at Stations, together with any additions thereto, which may from time to time be found necessary, shall be provided, finished and equipped at the cost of the Government.

Accounts.

15. The Company shall record and keep in proper books full and particular accounts of all its transactions and correspondence in any way relating to or affecting the Hindupur Railway or the business thereof or any of the matters or things included or referred to in this contract so as at all times to exhibit fully and truly the state of its affairs in relation thereto, and the Government or any person or persons appointed by them in their behalf shall at all reasonable times have free access to all the books, accounts, papers and documents of the Company relating to the Hindupur Railway with power to call for or make copies of or extracts from the same. And the Government shall always have power to inspect any new works under construction through the State Engineer or other officer.

Revenue Account.

16. The Company shall keep a separate Revenue Account of the Hindupur Railway containing an account of the gross receipts of the said section, and an account of the working expenses thereof, calculated in manner hereinafter provided.

Working Expenses.

17. The working expenses of the Hindupur Railway shall be arrived at in the following manner:—At the end of each half year the total expenses of working and maintaining the whole of the Company's Railway system shall be ascertained, and from the total sum there shall be deducted the expenditure on new minor works which shall be debited direct to each of the railways to which the works appertain, and the balance shall be divided between the Hindupur Railway and the other railways comprised in the Company's Railway system in the proportion which the gross receipts of the Hindupur Railway bear to the gross receipts of such other railways; and the sum so ascertained, added to the cost of new minor works, shall be deemed to be the working expenses of the Hindupur Railway for such half year.

18. For the purposes of the two preceding clauses the Company shall be deemed to have worked the various portions of the Hindupur Railway from the respective dates following; that is to say:—

The portion from Yesvantpur to Dodballapur from the 15th day of December 1892.

The portion from Dodballapur to the Mysore Frontier from the 17th day of September 1893.

Profits to Government.

19. From the gross receipts of the Hindupur Railway for each half year the working expenses (ascertained as provided by clause 17) shall be deducted; and the residue shall be paid by the Company to the Government.

Rates and Fares.

20. (*a*) The rates and fares charged for the conveyance of goods, coaching and passenger traffic on and over the Hindupur Railway shall be subject to the general provisions of the Mysore contract in this behalf. The ordinary rates and fares charged shall be on the same mileage scale as is charged on the other lines either worked or owned by the Company. Special rates and fares shall not exceed the maximum nor be less than the minimum prescribed for the Railways of the British Government worked by the Company.

(*b*) The Company may book and carry all traffic by any route at its discretion; provided that when the Hindupur Railway forms part of the shortest route, it shall be credited with the earnings as if the traffic had been carried by the shortest route of which it formed a part, at the rates and fares prescribed in sub-clause 20 (*a*).

(*c*) Subject to the provisions of sub-clauses (*a*) and (*b*), all through rates and fares shall be divided between the Hindupur Railway and the other railways comprised in the Company's Railway system in mileage proportion, after deducting terminals, if any.

(*d*) The same terminals shall be charged on the Hindupur Railway as shall for the time being be in force on other railways worked by the Company; but, except when specially sanctioned by the Government of India, no terminal charge shall

exceed 3 pies per maund, nor shall be levied elsewhere than at the station of origin or the station of destination.

21. The Company shall not, as between members of the public or railway administrations, make or give any undue or unreasonable preference or advantage to or in favour of any particular person or railway administration, or any particular description of traffic, or subject any particular person or railway administration to any undue or unreasonable prejudice or disadvantage in any respect whatsoever.

Special service.

22. All services which on the Hindupur Railway the Government of India or the Government shall require the Company to perform for the Post Office, the Military Department, the Police Department or any other Department of the State or for high Government officials (including in such services the conveyance of mails as defined by the Post Office Act or Acts for the time being in force in India), the conveyance of Post Office servants when on duty, the conveyance of troops and sailors, Military and Naval establishments, horses and other animals used for military purposes, guns, military stores and equipments, the conveyance of police prisoners and paupers, the conveyance of Telegraph stores, instruments, officers, and workmen, and of any public stores whatever, inclusive of stores for any other State Railway, shall be performed by the Company on the same general conditions and at the same rates and under the same conditions as may for the time being be in force under the Mysore contract.

Transfer of possession.

23. Upon the determination of this contract under clause 2 herein, the Company shall give to the Government possession of the Hindupur Railway together with the plant and machinery belonging thereto and all stores in hand or in course of delivery on the day of the determination of the contract, and all plants, books, surveys, sections, printings, writings, and documents whatsoever in anywise connected with the Hindupur Railway and all other property (if any) belonging or appertaining thereto, and shall pay to the Government all moneys in the possession of the Company on account of the Hindupur Railway. And after such possession shall have been given and after all moneys which under this contract shall have become payable to the Government shall have been duly paid, the Government shall be bound to indemnify the Company its property and effects against all such debts and liabilities (if any) as it may have incurred on behalf of the Hindupur Railway and which shall be then subsisting.

Transfer of Stores.

24. Upon the termination of this contract, the working stores appertaining to the Hindupur Railway which may have been provided by the Company shall, if mutually agreed, be taken over by the Government at a valuation to be determined by mutual agreement, or, if necessary, by arbitration.

Arbitration.

25. In the event of any difference of opinion arising upon any of the terms of this Agreement between the Government and the Company, the matter shall be either decided by arbitration under the terms of the Mysore contract, or referred through the Bombay Government to the Government of India whose decision shall be final and binding on both parties.

Supplementary to Mysore contract.

26. This Agreement shall be understood as far as may be as supplementary to the provisions contained in the Mysore contract, and the said provisions shall apply as far as may be to all matters not expressly provided for herein.

# APPENDIX K.

An Agreement made this Second day of December 1899 BETWEEN THE GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE (hereinafter called "the Government"), of the one part and the SOUTHERN MAHRATTA RAILWAY COMPANY, LIMITED, a Joint Stock Company with limited liability having its registered office in London (hereinafter called "the Company") of the other part.

WHEREAS a line of Railway from Birur to Shimoga (hereinafter referred to as the "Shimoga Railway") has been constructed by the Government and forms part of the Mysore State Railway;

AND WHEREAS the Government and the Company have agreed that the Company shall maintain and work the Shimoga Railway upon the terms and conditions hereinafter contained;

NOW THESE PRESENTS WITNESS, and it is hereby mutually agreed and declared by and between the parties hereto as follows:—

Definitions.

1. Throughout this agreement, unless otherwise stated, or unless there is something repugnant in the context, the following terms are to have the meaning set opposite to each of them respectively, namely:—

(*a*) The expression "The Government" means the Government of His Highness the Maharaja of Mysore, their successors in office and assigns.

(*b*) "The Company" means the Southern Mahratta Railway Company, Limited, their successors and assigns.

(*c*) The "Shimoga Railway" means the Railway from Birur to Shimoga.

(*d*) The "Consulting Engineer" means the Consulting Engineer to the Government of Bombay and his successors in office.

(*e*) "The Resident" means the British Resident in Mysore and his successors in office.

(*f*) The "State Engineer" means the Head of the State Public Works Department of the Government in the Railway Branch, and his successors in office.

(*g*) "Mysore Contract" means the contract dated the 31st day of August 1887, and made between the Secretary of State for India in Council and the Southern Mahratta Railway Company, Limited, and relating to the Mysore State Railway.

(*h*) "New Minor Works" means new minor works the expenditure on which is chargeable to Revenue, as defined in clause 48 (1) of the Mysore contract.

(*i*) "Company's Railway system" shall mean and include the entire system of Railways worked by the Company, including the Shimoga Railway.

Duration of Agreement.

2. This agreement shall be taken to have commenced and come into force as from the 1st day of December 1899 and shall be and remain in force until the 31st day of December 1904 and shall be terminable then or on the 1st day of January or the 1st day of July in any year thereafter on 12 months' notice in writing being given by either party to this Agreement to the other, but without prejudice to the rights of either party against the other in respect of any covenant herein contained which may have been previously broken. If not terminated sooner, this Agreement will terminate, without prior notice, on the date on which the Mysore contract may terminate.

Completion of Works.

3. The Shimoga Railway (including the Stations, Station-buildings, Sidings, Furniture, Weighing-machines, Dwellings for the staff, Level-crossings, Signals, Signal lamps, Watering arrangements and all other necessary Station machinery and appliances for working the Railway, together with any additions thereto, which may from time to time be found necessary) shall be thoroughly made, finished and equipped by the Government at its own cost.

4. An inventory of the Shimoga Railway and of the works, plant and machinery connected therewith as well as any supplements to such inventory as may from time to time be necessary shall be made, signed and delivered by the Company to the Government.

Inventory.

5. The Company shall make up and deliver to the Government an account of all such stores delivered to the Company on the 1st day of December 1899 and of the value of such stores, the value thereof (except in those cases if any in which a different value is agreed upon by the Government and the Company) shall be taken as entered in the accounts of the Shimoga Railway.

Stores account.

6. During the continuance of this contract, the Company shall maintain the Shimoga Railway together with the plant and machinery and keep the same in good repair and good working condition and supplied with sufficient rolling stock, plant and machinery as if it were part of the Company's Railway system, and shall do all in their power to develop the traffic on the Shimoga Railway and shall manage, use and work the Shimoga Railway and shall convey traffic thereon.

Responsibility of Company.

7. No new works chargeable to capital shall be commenced until the approval of the Government has been first had and obtained in writing and the necessary funds have been supplied to the Company for their construction by the Government.

Construction of New Works.

8. The Government will provide for Company any land that may at any time be required for the Shimoga Railway.

Land.

9. All correspondence connected with the working of the Shimoga Railway under any of the clauses of this Agreement shall, so far as questions affecting principles and important matters are concerned, be conducted between the Government and the Company's Agent for the time being through the medium of the Resident in Mysore and the Consulting Engineer, but in ordinary matters the Government shall, if it desires to do so, correspond with the Company's Agent through their own officials.

Mode of communications between parties.

10. The Company shall execute such new minor works as may from time to time be necessary, after having first obtained the sanction of the Government for so doing.

Construction of new Minor Works.

11. During the continuance of this Agreement, the whole of the Rolling Stock, including Locomotives, Carriages, Wagons, Sheets and all other appliances for the proper equipment and efficient working of the Shimoga Railway, shall be provided by the Company free of charge to the Government.

Rolling Stock.

12. The Company shall have the entire control of the Train and Traffic arrangements of the Shimoga Railway, and shall, during the continuance of this Agreement, cause to be run upon the Shimoga Railway, or such portion thereof as for the time being shall have been opened for public traffic, so many trains, at such times, at such rates of speed between such places, and with such conveniences and accommodation, as the traffic shall from time to time require after duly considering any recommendations or suggestions, from the Government, and provided that at least one train shall be run daily throughout the entire length in each direction.

Control of Traffic.

13. The Company shall provide the whole of the staff required for the efficient working and maintenance of the Shimoga Railway, together with all materials, stores, etc., required for such purpose.

Staff.

14. The Company shall arrange with the Government of India, or otherwise, for the supply and maintenance of the requisite Telegraphs and Telegraph appliances, and payments on account of rental and maintenance shall form part of the working expenses of the Company's Railway system and the Shimoga Railway as defined in clause I herein; and the necessary equipment of the Telegraph Offices at Stations, together with any additions thereto, which may from time to time be found necessary, shall be provided, finished and equipped at the cost of the Government.

Telegraphs.

## Appendix K—*contd.*

15. The Company shall record and keep in proper books full and particular accounts of all its transactions and correspondence in any way relating to or affecting the Shimoga Railway or the business thereof or any of the matters or things included or referred to in this contract so as at all times to exhibit fully and truly the state of its affairs in relation thereto, and the Government or any person or persons appointed by them in their behalf shall at all reasonable times have free access to all the books, accounts papers and documents of the Company relating to the Shimoga Railway with power to call for or make copies of or extracts from the same. And the Government shall always have power to inspect any new works under construction through the State Engineer or other officer.

Accounts.

16. The Company shall keep a separate Revenue Account of the Shimoga Railway containing an acconnt of the gross receipts of the said section, and an account of the working expenses thereof, calculated in manner hereinafter provided.

Revenue Account.

17. The working expenses of the Shimoga railway shall be arrived at in the following manner:—At the end of each half year the total expenses of working and maintaining the whole of the Company's Railway system shall be ascertained, and from the total sum there shall be deducted the expenditure on new minor works which shall be debited direct to each of the railways to which the works appertain, and the balance shall be divided between the Shimoga Railway and other railways comprised in the Company's Railway system in the proportion which the gross receipts of the Shimoga Railway bear to the gross receipts of such other Railways ; and the sum so ascertained, added to the cost of new minor works, shall be deemed to be the working expenses of the Shimoga Railway for such half year.

Working Expenses.

18. For the purposes of the two preceding clauses the Company shall be deemed to have worked the Shimoga Railway from 1st day of December 1899.

19. From the gross receipts of the Shimoga Railway for each half year the working expenses (ascertained as provided by clause 17) shall be deducted ; and the residue shall be paid by the Company to the Government.

Profits to Government.

20. (*a*) The rates and fares charged for the conveyance of goods, coaching and passenger traffic on and over the Shimoga Railway shall be subject to the general provisions of the Mysore contract in this behalf. The ordinary rates and fares charged shall be on the same mileage scale as is charged on the other lines either worked or owned by the Company. Special rates and fares shall not exceed the maximum nor be less than the minimum prescribed for the Railways of the British Government worked by the Company.

Rates and Fares.

(*b*) Subject to the provisions of sub-clause (*a*) all through rates and fares shall be divided between the Shimoga Railway and the other railways comprised in the Company's Railway system in mileage proportion, after deducting terminals, if any.

(*c*) The same terminals shall be charged on the Shimoga Railway as shall for the time being be in force on other railways worked by the Company ; but, except when specially sanctioned by the Government of India, no terminal charge shall exceed 3 pies per maund, not shall be levied elsewhere than at the station of origin or the station of destination.

21. The Company shall not, as between members of the public or railway administrations, make or give any undue or unreasonable preference or advantage to or in favour of any particular person or railway administration, or any particular description of traffic, or subject any particular person or railway administration to any undue or unreasonable prejudice or disadvantage in any respect whatsoever.

22. All services which on the Shimoga Railway the Government of India or the Government shall require the Company to perform for the Post Office, the Military Department, the Police Department or any other Department of the State or for high Government officials (including in such services the conveyance of mails as defined by the Post Office Act or Acts for the time being in force in India), the conveyance of Post Office

Special service.

servants when on duty, the conveyance of troops and sailors, Military and Naval establishments, horses and other animals used for Military purposes, guns, Military stores and equipments, the conveyance of Police prisoners and paupers, the conveyance of Telegraph stores, instruments, officers and workmen, and of any public stores whatever, inclusive of stores for any other State Railway, shall be performed by the Company on the same general conditions and at the same rates and under the same conditions as may for the time being be in force under the Mysore contract.

Transfer of possession.

23. Upon the determination of this contract under clause 2 herein, the Company shall give to the Government possession of the Shimoga Railway together with the plant and machinery belonging thereto and all stores in hand or in course of delivery on the day of the determination of the contract, and all plants, books, surveys, sections, printings, writings, and documents whatsoever in anywise connected with the Shimoga Railway and all other property (if any) belonging or appertaining thereto, and shall pay to the Government all moneys in the possession of the Company on account of the Shimoga Railway. And after such possession shall have been given and after all moneys which under this contract shall have become payable to the Government shall have been duly paid, the Government shall be bound to indemnify the Company its property and effects against all such debts and liabilities (if any) as it may have incurred on behalf of the Shimoga Railway and which shall be then subsisting.

Transfer of Stores.

24. Upon the termination of this contract, the working stores appertaining to the Shimoga Railway which may have been provided by the Company shall, if mutually agreed, be taken over by the Government at a valuation to be determined by mutual agreement, or, if necessary, by arbitration.

Arbitration.

25. In the event of any difference of opinion arising upon any of the terms of this Agreement between the Government and the Company, the matter shall be either decided by arbitration under the terms of the Mysore contract, or referred through the Bombay Government to the Government of India whose decision shall be final and binding on both parties.

Supplemen tary to Mysore contract.

26. This Agreement shall be understood as far as may be as supplementary to the provisions contained in the Mysore contract, and the said provisions shall apply as far as may be to all matters not expressly provided for herein.

Appendix L.
Contracts.

# APPENDIX L.

An Agreement made this 14th day of December 1899 BETWEEN THE GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE (hereinafter called "the Government") of the one and part THE SOUTHERN MAHRATTA RAILWAY COMPANY, LIMITED, a Joint Stock Company with limited liability having its registered office in London (hereinafter called "the Company") of the other part.

WHEREAS a portion of the line of Railway from Mysore to Nanjangud (hereinafter referred to as the "Nanjangud Railway") has been constructed by the Government and forms part of the Mysore State Railway;

AND WHEREAS the Government and the Company have agreed that the Company shall maintain and work the Nanjangud Railway upon the terms and conditions hereinafter contained;

NOW THESE PRESENT WITNESS and it is hereby mutually agreed and declared by and between the parties hereto as follows:—

Definitions.

1. Throughout this Agreement, unless otherwise stated, or unless there is something repugnant in the context, the following terms are to have the meaning set opposite to each of them respectively, namely:—

(*a*) The expression "The Government" means the Government of His Highness the Maharaja of Mysore, their successors in office and assigns.

(*b*) "The Company" means the Southern Mahratta Railway Company, Limited, their successors and assigns.

(*c*) The "Nanjangud Railway" means the Railway from Mysore to Nanjangud.

(*d*) The "Consulting Engineer" means the Consulting Engineer to the Government of Bombay and his successors in office.

(*e*) "The Resident" means the British Resident in Mysore and his successors in office.

(*f*) The "State Engineer" means the Head of the State Public Works Department of the Government in the Railway Branch, and his successors in office.

(*g*) "Mysore Contract" means the contract dated the 31st day of August 1887, and made between the Secretary of State for India in Council and the Southern Mahratta Railway Company, Limited, and relating to the Mysore State Railway.

(*h*) "New Minor Works" means new minor works the expenditure on which is chargeable to Revenue, as defined in clause 48 (1) of the Mysore Contract.

(*i*) "The Company's Railway system" shall mean and include the entire system of Railways worked by the Company, including the Nanjangud Railway.

Duration of Agreement.

2. The Agreement shall be taken to have commenced and come into force as from the 1st day of December 1891 and shall be and remain in force until the 30th day of June 1900 and shall be terminable then or on the 1st day of January or the 1st day of July in any year thereafter on 6 months' notice in writing being given by either party to this Agreement to the other, but without prejudice to the rights of either party against the other in respect of any covenant herein contained which may have been previously broken. If not terminated sooner, this Agreement will terminate, without prior notice on the date on which the Mysore Contract may terminate.

Completion of Works.

3. The Nanjangud Railway (including the Stations, Station-buildings, Sidings Furniture, Weighing-machines, Dwellings for the staff, Level-crossings, Signals, Signal lamps, Watering arrangements and all other necessary Station machinery and appliances for working the Railway, together with any additions thereto, which may from time to time be found necessary) shall be thoroughly made, finished and equipped by the Government at its own cost.

4. An inventory of the Nanjangud Railway and of the works, plant and machinery connected therewith as well as any supplements to such inventory as may from time to time be necessary shall be made, signed and delivered by the Company to the Government.

Inventory.

5. The Company shall make up and deliver to the Government an account of all such stores delivered to the Company on the 1st day of December 1891 and of the value of such stores, the value thereof (except in those cases, if any, in which a different value is agreed upon by the Government and the Company) shall be taken as entered in the accounts of the Nanjangud Railway.

Stores Account.

6. During the continuance of this Contract, the Company shall maintain the Nanjangud Railway together with the plant and machinery and keep the same in good repair and good working condition and supplied with sufficient rolling stock, plant and machinery as if it were part of the Company's Railway system, and shall do all in their power to develop the traffic on the Nanjangud Railway and shall manage, use and work the Nanjangud Railway and shall convey traffic thereon.

Responsibility of Company.

7. No new works chargeable to Capital shall be commenced until the approval of the Government has been first had and obtained in writing, and the necessary funds have been supplied to the Company for their construction by the Government.

Construction of New Works.

8. The Government will provide for the Company any land that may at any time be required for the Nanjangud railway.

Land.

9. All correspondence connected with the working of the Nanjangud Railway under any of the clauses of this Agreement shall, so far as questions affecting principles and important matters are concerned, be conducted between the Government and the Company's Agent for the time being through the medium of the Resident in Mysore and the Consulting Engineer, but in ordinary matters the Government shall, if it desires to do so, correspond with the Company's Agent through their own officials.

Mode of communication between parties.

10. The Company shall execute such new minor works as may from time to time be necessary, after having first obtained the sanction of the Government for so doing.

Construction of New Minor Works.

11. During the continuance of this Agreement, the whole of the Rolling Stock including Locomotives, Carriages, Wagons, Sheets and all other appliances for the proper equipment and efficient working of the Nanjangud Railway, shall be provided by the Company free of charge to the Government.

Rolling Stock.

12. The Company shall have the entire control of the Train and Traffic arrangements of the Nanjangud Railway, and shall, during the continuance of this Agreement, cause to be run upon the Nanjangud Railway, or such portion thereof as for the time being shall have been opened for public traffic, so many trains at such times at such rates of speed, between such places, and with such conveniences and accommodation, as the traffic shall from time to time require after duly considering any recommendations or suggestions from the Government, and provided that at least one train shall be run daily throughout the entire length in each direction.

Control of Traffic.

13. The Company shall provide the whole of the Staff required for the efficient working and maintenance of the Nanjangud Railway, together with all materials, stores, etc., required for such purpose.

Staff.

14. The Company shall arrange with the Government of India, or otherwise, for the supply and maintenance of the requisite telegraphs and telegraph appliances, and payments on account of rental and maintenance shall form part of the working expenses of the Company's Railway System, and the Nanjangud railway as defined in clause 1 herein; and the necessary equipment of the Telegraph Offices at Stations, together with any additions thereto, which may from time to time be found necessary, shall be provided, finished and equipped at the cost of the Government.

Telegraphs.

15. The Company shall record and keep in proper books full and particular accounts of all its transactions and correspondence in any way relating to or affecting the Nanjangud Railway or the business thereof or any of the matters or things included or referred to in this contract so as at all times to exhibit fully and truly the state of its affairs in relation thereto, and the Government or any person or persons appointed by them in their behalf shall at all reasonable times have free access to all the books, accounts, papers and documents of the Company relating to the Nanjangud Railway with power to call for or make copies of or extracts from the same. And the Government shall always have power to inspect any new works under construction through the State Engineer or other Officer.

Accounts.

16. The Company shall keep a separate Revenue Account of the Nanjangud Railway containing account of the gross receipts of the said section, and an account of the working expenses thereof, calculated in manner hereinafter provided.

Revenue Account.

17. The working expenses of the Nanjangud Railway shall be arrived at in the following manner:—At the end of each half-year the total expenses of working and maintaining the whole of the Company's Railway System shall be ascertained, and from the total sum there shall be deducted the expenditure on new minor works which shall be debited direct to each of the Railways to which the works appertain, and the balance shall be divided between the Nanjangud Railway and the other railways comprised in the Company's Railway system in the proportion which the gross receipts of the Nanjangud Railway bear to the gross receipts of such other railways; and the sum so ascertained, added to the cost of new minor works, shall be deemed to be the working expenses of the Nanjangud Railway for such half year.

Working Expenses.

18. For the purposes of the two preceding clauses the Company shall be deemed to have worked the Nanjangud Railway from the 1st day of December 1891.

19. From the gross receipts of the Nanjangud Railway for each half year, the working expenses (ascertained as provided by clause 17) shall be deducted; and the residue shall be paid by the Company to the Government.

Profits to Government.

20. (*a*) The rates and fares charged for the conveyance of goods, coaching and passenger traffic on and over the Nanjangud Railway shall be subject to the general provisions of the Mysore Contract in this behalf. The ordinary rates and fares charged shall be on the same mileage scale as is charged on the other lines either worked or owned by the Company. Special rates and fares shall not exceed the maximum nor be less than the minimum prescribed for the Railways of the British Government worked by the Company.

Rates and Fares.

(*b*) Subject to the provisions of sub-clause (*a*) all through rates and fares shall be divided between the Nanjangud Railway and the other railways comprised in the Company's Railway system in mileage proportion, after deducting terminals, if any.

(*c*) The same terminals shall be charged on the Nanjangud Railway as shall for the time being be in force on other railways worked by the Company; but, except when specially sanctioned by the Government of India, no terminal charge shall exceed 3 pies per maund, nor shall be levied elsewhere than at the station of origin or the station of destination.

21. The Company shall not, as between members of the public or railway administrations, make or give any undue or unreasonable preference or advantage to or in favour of any particular person or railway administration, or any particular description of traffic, or subject any particular person or railway administration to any undue or unreasonable prejudice or disadvantage in any respect whatsoever.

22. All services which on the Nanjangud Railway the Government of India or the Government shall require the Company to perform for the Post Office, the Military Department, the Police Department or any other Department of the State or for high Government officials (including in such services the conveyance of mails as defined by the Post Office Act or Acts for the time being in force in India), the conveyance of Post Office servants when on duty, the conveyance of troops and sailors, Military and Naval establish-

Special Service.

ments, horses and other animals used for Military purposes, guns, Military stores and equipments, the conveyance of Police prisoners and paupers, the conveyance of Telegraph stores, instruments, officers and workmen, and of any public stores whatever, inclusive of stores for any other State Railway, shall be performed by the Company on the same general conditions and at the same rates and under the same conditions as may for the time being be in force under the Mysore Contract.

Transfer of possession.

23. Upon the determination of this Contract under clause 2 herein, the Company shall give to the Government possession of the Nanjangud Railway together with the plant and machinery belonging thereto and all stores in hand or in course of delivery on the day of the determination of the contract, and all plants, books, surveys, sections, printings, writings and documents whatsoever in anywise connected with the Nanjangud Railway and all other property (if any) belonging or appertaining thereto, and shall pay to the Government all moneys in the possession of the Company on account of the Nanjangud Railway. And after such possession shall have been given and after all moneys which under this contract shall have become payable to the Government shall have been duly paid, the Government shall be bound to indemnify the Company its property and effects against all such debts and liabilities (if any) as it may have incurred on behalf of the Nanjangud Railway and which shall be then subsisting.

Transfer of Stores.

24. Upon the termination of this Contract, the working stores appertaining to the Nanjangud Railway which may have been provided by the Company shall, if mutually agreed, be taken over by the Government at a valuation to be determined by mutual agreement, or, if necessary, by arbitration.

Arbitration.

25. In the event of any difference of opinion arising upon any of the terms of this Agreement between the Government and the Company, the matter shall be either decided by arbitration under the terms of the Mysore contract, or referred through the Bombay Government to the Government of India whose decision shall be final and binding on both parties.

Supplementary to Mysore Contract.

26. This Agreement shall be understood as far as may be as supplementary to the provisions contained in the Mysore Contract and the said provisons shalll apply as far as may be to all matters not expressly provided for herein.

# ADMINISTRATION REPORT

ON THE

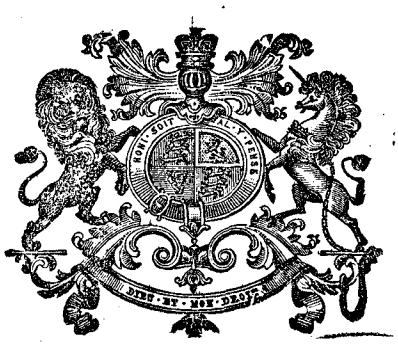
# RAILWAYS IN INDIA

FOR THE

## Calendar year 1901

BY

A. BRERETON, Esq.,
SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT, RAILWAYS.



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**Dated the 30th April 1902.**

SIMLA:
PRINTED AT THE GOVERNMENT CENTRAL PRINTING OFFICE.

1902.

RAILWAY SYSTEM
OF
INDIA
Corrected up to 30th April 1902.
KASHMIR
RAJPUTANA
AGENCY
CHOTA NAGPUR
CENTRAL PROVINCES
BAY
OF
BENGAL
ARABIAN SEA
INDIAN OCEAN
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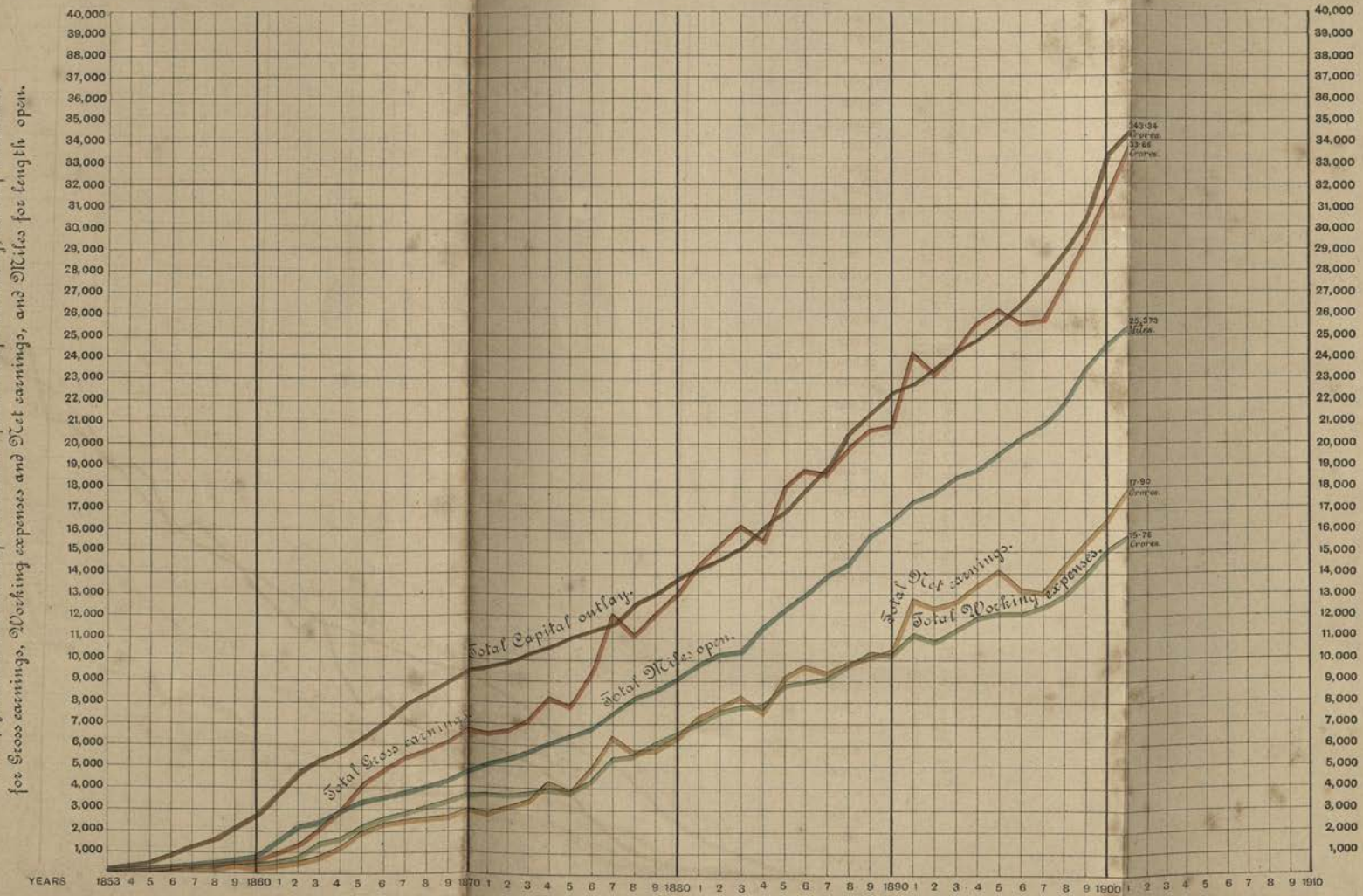
RAI SAHIB M. GULAB SINGH AND SONS, Mufid-i-Am Press, Lahore.

# INDIAN RAILWAYS.

Diagram showing for each year the totals up to 31st December 1901 for Capital outlay, Gross earnings, Net earnings, Working expenses, and length in Miles open.

The figures on this scale represent lakhs for the Capital outlay, tens of thousands for Gross earnings, Working expenses and Net earnings, and Miles for length open.

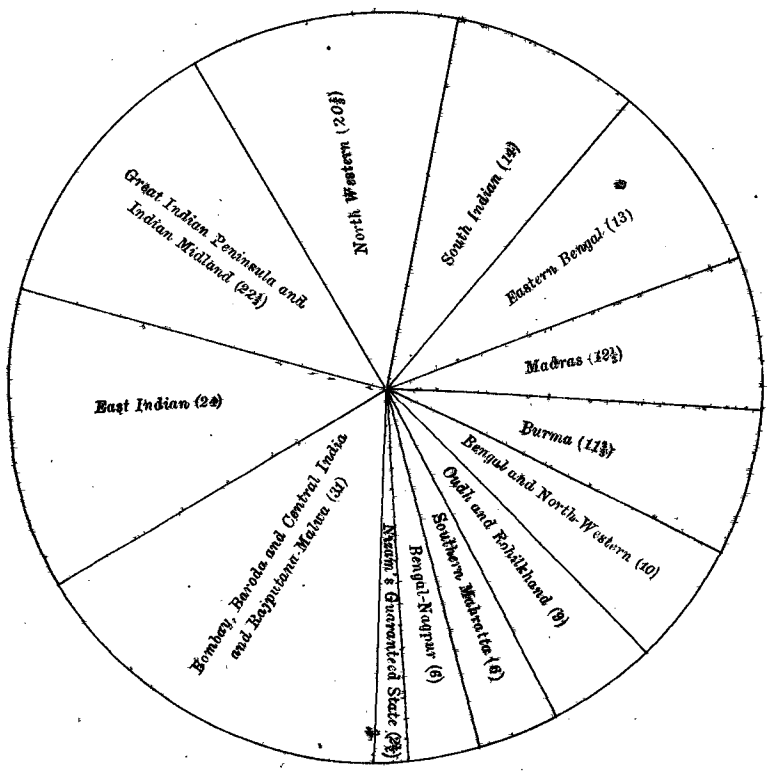

Total Capital outlay.
Total Gross earnings.
Total Miles open.
Total Net earnings.
Total Working expenses.
143·34 Crores.
33·68 Crores.
25,373 Miles.
17·90 Crores.
5·78 Crores.
YEARS
1853 4 5 6 7 8 9 1860 1 2 3 4 5 6 7 8 9 1870 1 2 3 4 5 6 7 8 9 1880 1 2 3 4 5 6 7 8 9 1890 1 2 3 4 5 6 7 8 9 1900 1 2 3 4 5 6 7 8 9 1910

Reg. No. 155, Vienna Intha.—May 31.—1880.

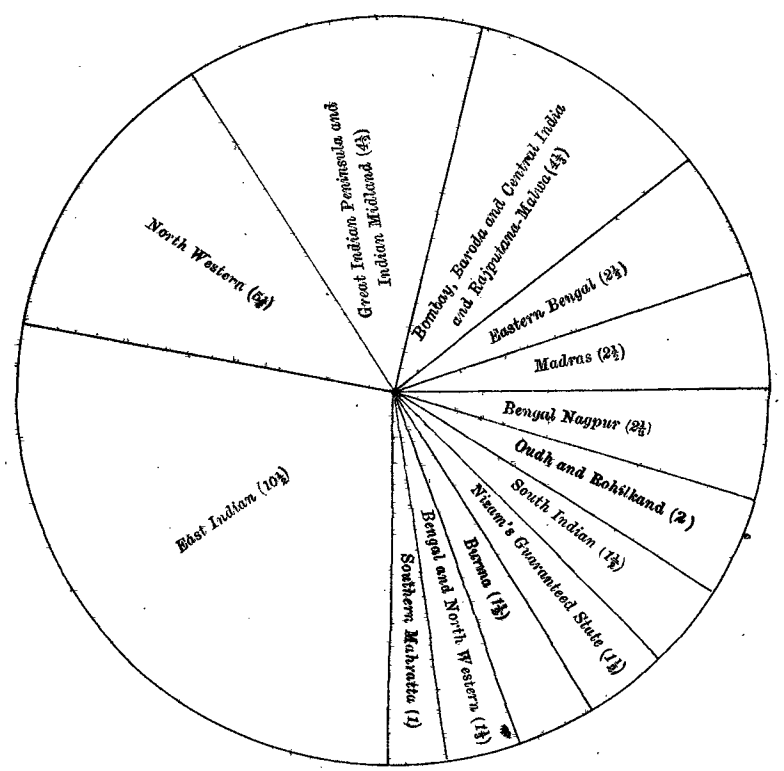
Edition E. J. C. Calcutta.

Diagram showing the Number of Passengers and Quantity of Goods in tons conveyed by the principal railway systems in India during the calendar year 1901.

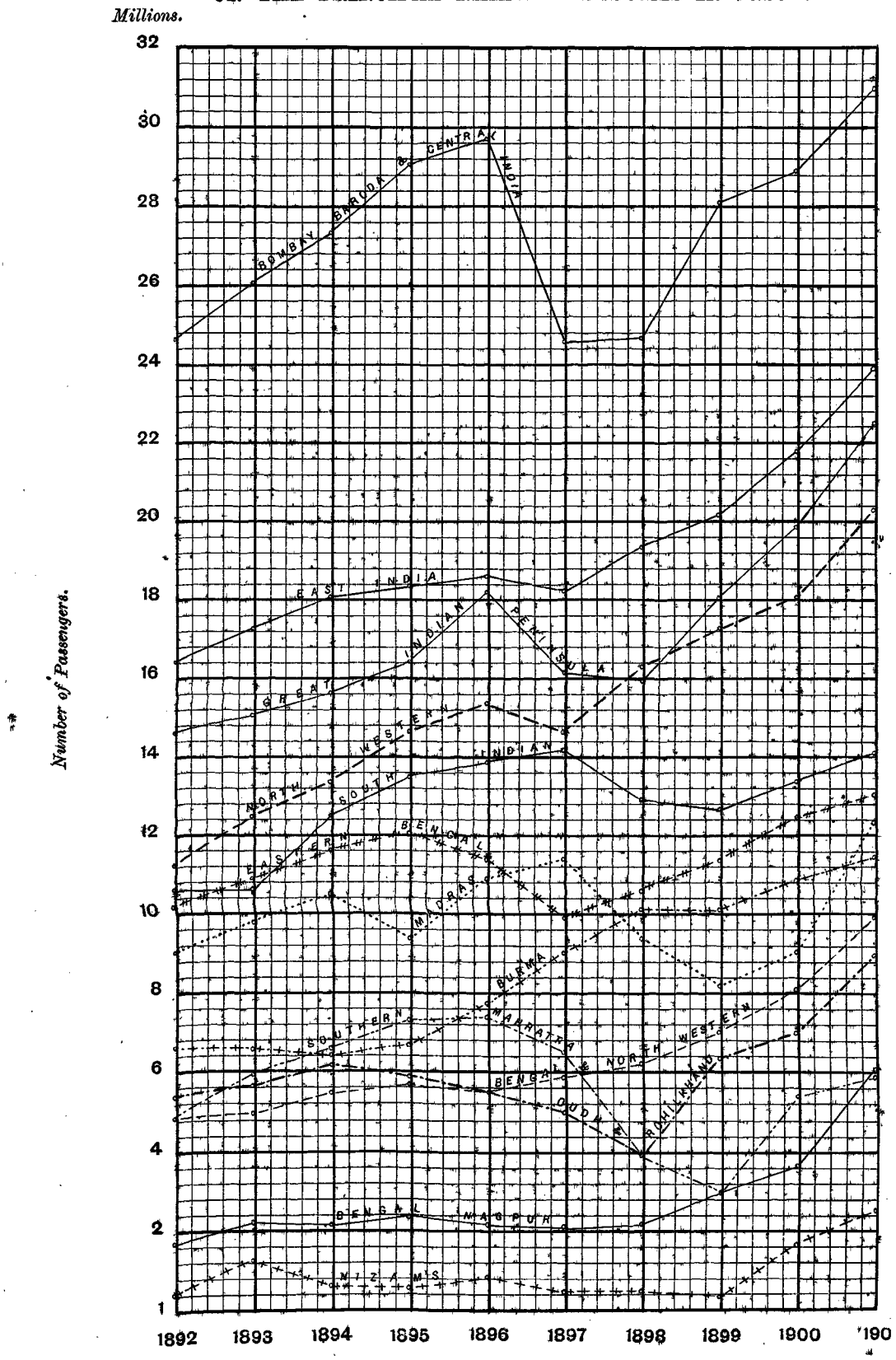
*Number of Passengers (in millions).*



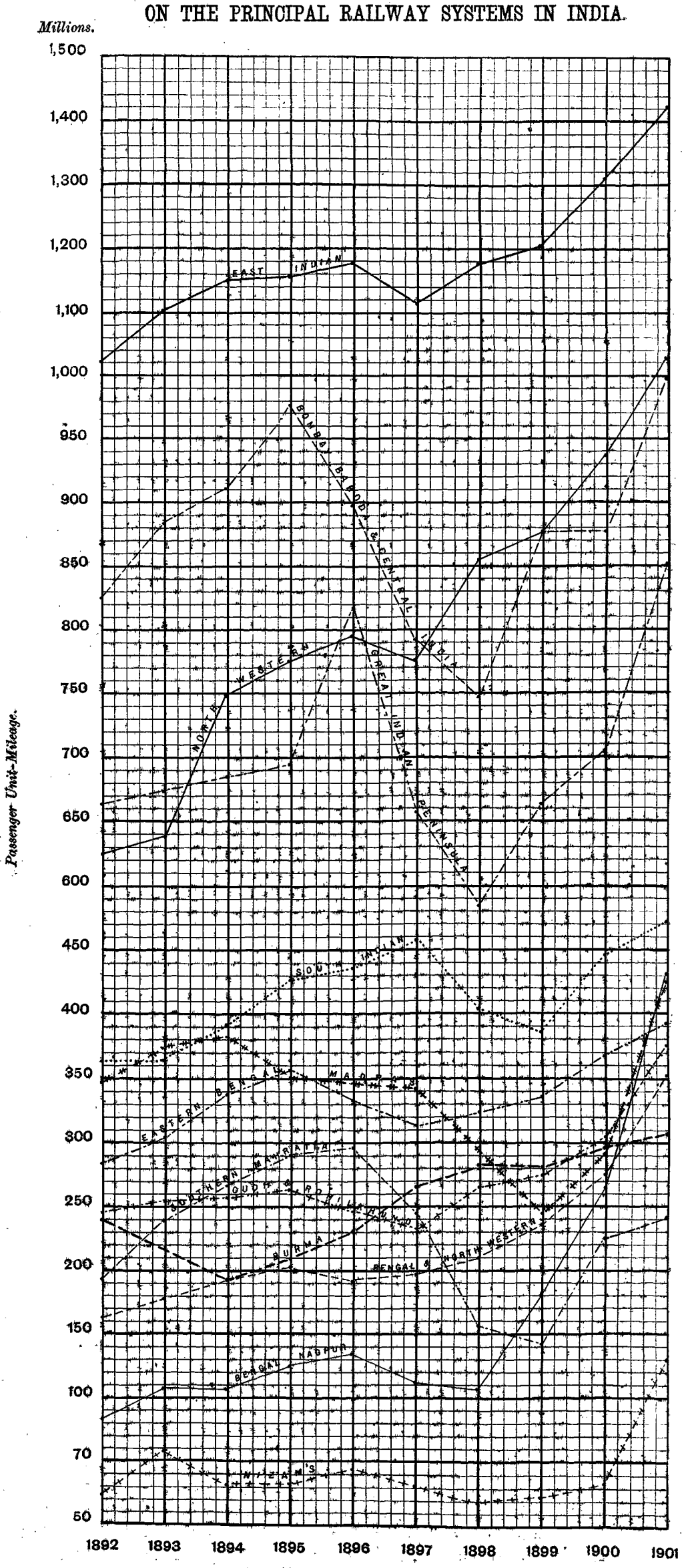

*Quantity of Goods in tons (in millions).*



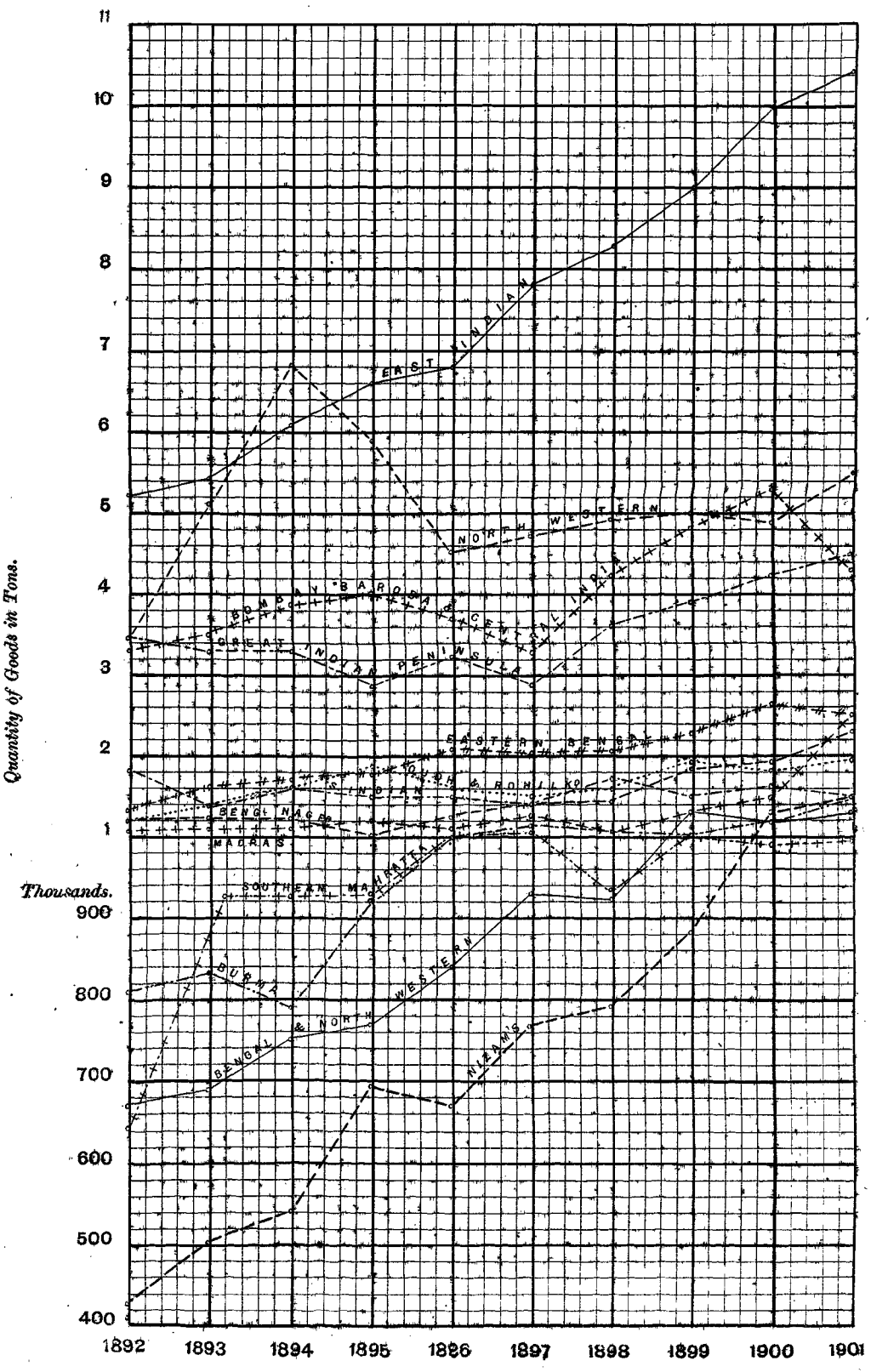
# NUMBER OF PASSENGERS CARRIED ON THE PRINCIPAL RAILWAY SYSTEMS IN INDIA.



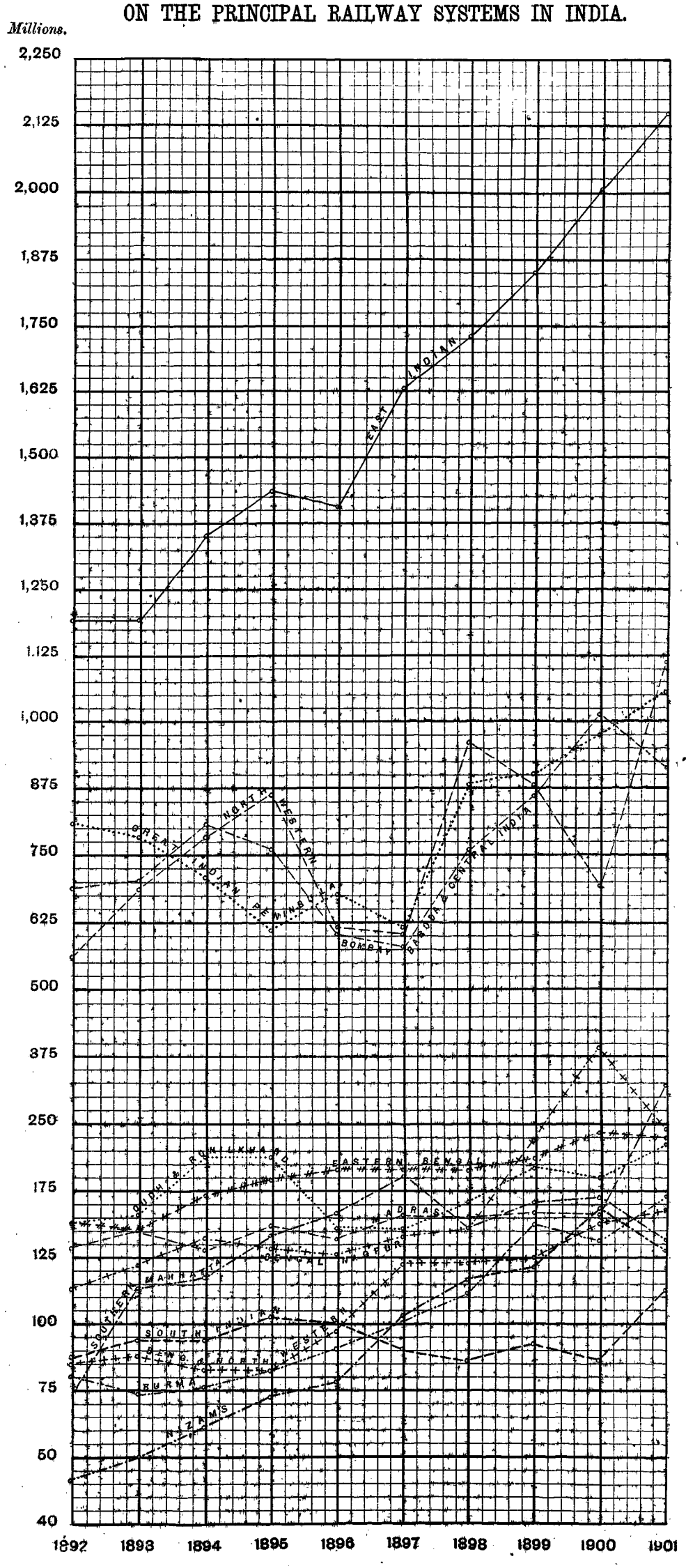
# PASSENGER UNIT-MILEAGE
# ON THE PRINCIPAL RAILWAY SYSTEMS IN INDIA.



# QUANTITY OF GOODS IN TONS CARRIED ON THE PRINCIPAL RAILWAY SYSTEMS IN INDIA.



# GOODS FREIGHT TON-MILEAGE
# ON THE PRINCIPAL RAILWAY SYSTEMS IN INDIA.



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# PART I.

## GENERAL REPORT.

General.

It was recorded in the Railway Administration Report for 1900, that, for the first time since the commencement of railways in India over half a century ago, there was in that year a surplus to the State of revenue over expenditure amounting to nearly $8\frac{3}{4}$ lakhs of rupees. In the calendar year 1901, there has been a similarly satisfactory record, and the surplus to the State at the close of the year amounted to over 115 lakhs of rupees.

The good results obtained in 1900 were not wholly matter for congratulation, since the improvement in the revenue was largely due to the traffic created by the famine which ravaged so large a part of India. In 1901, however, there was no such scourge to swell the earnings of railways. Famine conditions, though still prevailing, were confined to a small area, and the large increase of business recorded was due almost entirely to the natural development of the railways.

Financial results to the State.

2. The profit of over 115 lakhs of rupees has been arrived at by charging against *Revenue* not only the expenses incurred in actually working the open lines of railway including interest charges on their outlay, but also interest on the capital expenditure on lines under construction from which no revenue is obtained, and on the unexpended balances of the capital deposited by Companies, as well as the amount paid yearly, by means of sinking funds and annuities, for the redemption of the commuted capital of those railways which have been purchased by the State. Calculated on this basis the results for the last three calendar years are shown in the following table:

| | 1899. | 1900. | 1901. |
|---|---|---|---|
| REVENUE. | Rs. | Rs. | Rs. |
| *State railways*—Gross traffic earnings | 20,68,82,768 | 24,01,24,915 | 27,82,42,003 |
| *Guaranteed Companies*—Gross traffic earnings | 6,33,60,199 | 4,79,09,158 | 2,74,25,599 |
| *Subsidized* „ Repayment of advances of interest | 4,23,202 | 3,23,046 | 4,61,226 |
| Total revenue | 27,06,66,169 | 28,83,57,119 | 30,61,28,828 |
| CHARGES AGAINST REVENUE. | | | |
| *State railways*.—Working expenses | 10,13,16,951 | 11,87,97,703 | 13,41,56,175 |
| „ „ Interest* on total capital outlay in India and on debentures discharged | 4,22,63,678 | 4,39,11,915 | 4,49,54,370 |
| „ „ Interest on debt incurred in, or created for, the purchase of railways | 83,83,740 | 98,22,152 | 1,13,37,298 |
| „ „ Annuities in purchase of railways—Interest | 2,94,07,445 | 3,56,91,431 | 4,25,83,683 |
| „ „ Annuities in purchase of railways—Redemption of capital | 33,77,277 | 60,17,752 | 88,78,497 |
| „ „ Interest chargeable against Companies on advances | 56,48,174 | 59,72,073 | 60,95,434 |
| „ „ Interest on capital deposited by Companies | 1,28,12,593 | 1,40,08,809 | 1,59,35,322 |
| *Guaranteed Companies*.—Working expenses | 3,29,97,751 | 2,47,72,576 | 1,28,86,207 |
| „ „ Surplus profits, etc. | 43,44,230 | 30,16,780 | 18,11,890 |
| „ „ Land and supervision | 7,26,013 | 2,68,754 | —1,94,361 |
| „ „ Interest | 3,27,70,756 | 2,39,25,665 | 1,53,20,302 |
| *Subsidized* „ Land and subsidy | 7,07,206 | 3,93,107 | 1,24,761 |
| *Miscellaneous railway expenditure* | 5,16,639 | 8,86,011 | 6,98,052 |
| Total charges against Revenue | 27,52,72,456 | 28,74,84,728 | 29,45,87,630 |
| Net loss—(or Gain +) | —46,06,287 | +8,72,391 | +1,15,41,198 |

* 4 per cent. on capital outlay to the 31st March 1900, and $3\frac{3}{4}$ per cent. on outlay subsequent to that date, except on capital outlay on the East Indian railway from 1st July 1895, and on the loan of one crore from His Highness the Maharaja Holkar for the Holkar railway, on which interest is charged at $3\frac{1}{2}$ and $4\frac{1}{2}$ per cent., respectively.

**Railways opened.**

3. The net gain or loss shown in the foregoing table has been arrived at without excluding from the Annual Revenue Charges that portion of the Annuity payments which represents redemption of capital, and the figures do not, therefore, give the real result to the State of the working of the Railways. If this portion of the annuities, which actually represents instalments of the price which has to be paid for the Railways purchased from Companies, was excluded from the ordinary Revenue Charges, the result to the State of the working of the Railways would have been—

In 1899 a loss of Rs. 12,29,010.
In 1900 a gain of „ 68,90,143.
In 1901 a gain of „ 2,04,19,695.

4. These results were coincident with an increase in the open mileage of 1,484 miles in 1899, 1,237 miles in 1900 and 576 miles in 1901, or a total addition to the railway system in the last three calendar years of 3,297 miles.

5. The expenditure side of the account is further heavily weighted by the terms of the contracts of the Guaranteed Railways. Under these contracts, payment of interest has to be made at a higher rate than is now necessary, and the calculation of the surplus profits has to be made at 22 pence to the rupee, while the current rate of exchange is nearer 16 pence. Until these contracts terminate, the State is unable to obtain any advantage from cheaper money, or from the improved credit of the country, or from a favourable exchange. There are, however, only two such contracts now remaining, *viz.*, the Bombay, Baroda and Central India, and the Madras railways, which, are terminable on the 31st December 1905 and 1907, respectively.

## *Railways opened.*

**Railways opened. App. 1, 2 and 3.**

6. During the year under review, 576 miles were added to the railway system of India, bringing the total mileage open at the close of the year up to 25,373 miles. Between the 1st of January and the 30th April 1902, 5 miles more were added, making the mileage open on the 1st of May 1902, 25,378 miles, of which 14,057 were on the 5′ 6″ gauge, 10,511 on the metre or 3′ $3\frac{3}{8}$″ gauge and 810 on narrower gauges. The steam tramways running outside municipal limits, referred to separately in paragraph 9 of the last report, are included in these figures, as they are now treated as "Light Railways."

**Yearly additions to mileage. App. 4.**

7. The additions made year by year, from the date of opening, to the mileage under each railway administration, and during the Viceroyalty of each Governor General, are presented in Appendix 4.

8. The principal railways opened during 1901 were—

(*a*) The Peshawar-Jamrud railway on the 5′ 6″ gauge, 11 miles long, and the Nowshera-Durgai railway on the 2′ 6″ gauge, 40 miles long, which were constructed for military purposes to serve the Frontier cantonments of Peshawar and Nowshera;

(*b*) The Ludhiana-Dhuri-Jakhal railway on the 5′ 6″ gauge, which is 79 miles long and connects by a direct line Ludhiana on the North Western railway, Dhuri on the Rajpura-Bhatinda or Patiala State railway and Jakhal on the Southern Punjab railway;

(*c*) The section from Lumding to Lakwa on the 3′ $3\frac{3}{8}$″ gauge, 153 miles long, of the Assam-Bengal railway, which will eventually connect Upper Assam with the Southern and Western portions of the Province;

(*d*) The section from Dulmera to Suratgarh on the 3′ $3\frac{3}{8}$″ gauge, 72 miles long, of the Jodhpur-Bikaner railway, which will afford a direct route between the railways in Northern India and Rajputana;

(*e*) An extension of the Burma railways from Nawnghkio to Hsipaw on the 3′ $3\frac{3}{8}$″ gauge, 54 miles long, which will open out the country in the North Shan States.

**Mileage to be constructed. App. 5.**

9. Sanction was given during the year 1901 to the construction of 715 miles of railway, making up a total of 2,126 miles sanctioned and still to be constructed on the 31st December 1901. The principal lines sanctioned were—

| | Miles. | | | |
|---|---|---|---|---|
| Lines in the Jherriah coal-fields (East Indian railway) | 14·01 | on the | 5′ 6″ | gauge. |
| Lines in the Jherriah coal-fields (Bengal-Nagpur railway) | 62·40 | „ | 5′ 6″ | „ |
| Allahabad to Fyzabad (Oudh and Rohilkhand) | 94·67 | „ | 5′ 6″ | „ |
| Malakwal to the Karana hills—Jech-Doab (North Western railway) | 51·40 | „ | 5′ 6″ | „ |
| Jubbulpore-Gondia extensions (Bengal-Nagpur railway) | 252·67 | „ | 2′ 6″ | „ |

**Railways surveyed.**

10. Of the new projects mentioned in last year's report, a Company has been floated for the construction of the Ahmedabad-Dholka railway (Bombay), 33 miles in length, on the 3′ $3\frac{3}{8}$″ gauge, and construction operations have commenced on the Laksam-Noakhali (Bengal) railway, 35 miles in length, also on the 3′ $3\frac{3}{8}$″ gauge, while the negotiations in regard to the following branch lines have been practically concluded:

| | Miles. |
|---|---|
| Bezwada-Masulipatam (Madras) | 50 |
| Kurnool Road-Dhone-Kurnool (Madras) | 32 |
| Raichur-Wondalli (Hyderabad) | 43 |

The concessions which were granted for the following lines have since lapsed:—

| | Miles. |
|---|---|
| Bhagalpur-Bausi-Baidyanath (Bengal) | 69 |
| Chandipur-Taki (Bengal) | 38 |

Negotiations in regard to the following have been in progress:—

| | Miles. |
|---|---|
| Akhaura-Bhairab Bazar (Bengal) | 19 |
| Baran-Ajmer-Marwar (Rajputana) | 213 |
| Burdwan-Cutwa (Bengal) | 34 |
| Hooghly-Cutwa-Ahmadpur-Ondal (Bengal) | 65 |
| Jullundur-Hoshiarpur (Punjab) | 24 |
| Kangra Valley (Punjab) | 87 |
| Tilagaon-Sylhet (Assam) | 39 |
| Vizianagram-Raipur with Sointilla branch (Madras and Central Provinces) | 359 |

**Earnings per mile per week.**

**App. 6.**

**Income of each railway.**

**App. 7.**

11. For the benefit of railway promoters, information has been furnished in Appendix 6 to show the gross earnings per mile per week of each railway from the date of opening and the proportion of the working expenses to the gross earnings; and Appendix 7 shows the subsidies and rebates received by assisted lines under the Branch Line terms, and the time each line took in earning enough to be independent of such assistance.

## *Railways surveyed.*

12. The following surveys were completed during 1901:

(a) *Assam-Bengal railway.*—A branch line (3′ $3\frac{3}{8}$″ gauge), 35 miles long, from Laksam to Noakhali;

(b) *Bengal and North-Western railway.*—Lines from (1) Uska Bazar to Tulsipur with a branch to the foot of the hills, 68 miles; (2) Gorakhpur to Bagaha, 47 miles; and (3) Kopaganj to Dobri Ghat, 22 miles: total 137 miles; all on the 3′ $3\frac{3}{8}$″ gauge;

(c) *Bengal Doars railway.*—A branch line (3′ $3\frac{3}{8}$″ gauge), 20 miles long, from Baura to Mathabhanga and thence to Kona Ghat;

(d) *Bhavnagar-Gondal-Junagad-Porbandar railway.*—Lines from Dhrangadhra to Mallia, 49 miles, and Jamnagar to Salaya, 35 miles, both on the 3′ $3\frac{3}{8}$″ gauge;

(e) *Eastern Bengal State railway.*—Quadrupling of the line between Naihati and Ballygunge, 26 miles; and a line, 70 miles long, from Shibnibash (Kissenganj) to Magura with a branch from Kaliganj to Sulkaps *vid* Jhanda; all on the 5′ 6″ gauge;

(f) *East Indian railway.*—Lines (1) 161 miles long, connecting Gya on the South Behar branch with Asansol; (2) 74 miles long, connecting Fatehpur with Markundi, with an alternative to Khaga or Manikpur, 60 miles long; and (3) 28 miles long, partially through the Jherriah coal-fields and about 4 miles east of Lohidi on the East Indian railway to Bujudih on the Bengal-Nagpur railway, to allow the latter railway access to the coal-fields; all on the 5′ 6″ gauge;

**Capital.**

(g) *Madras railway.*—A line 12 miles long on the 3′ 3⅜″ gauge, from Coonoor on the Nilgiri railway to Ootacamund;

(h) *North Western State railway.*—Reconnaissance from Gojra to Samandri, 16 miles, on the 2′ 6″ gauge, as a feeder to the Wazirabad-Lyallpur railway;

(i) *Oudh and Rohilkhand State railway.*—A line 6·84 miles long, (5′ 6″ gauge), connecting Dehra Dun on the Hardwar-Dehra branch with Rajpur; and

(j) *Southern Mahratta railway.*—Lines from (1) Haspet to Kottur, 41 miles; (2) Bellary to Rayadrug, 34 miles; (3) Phirangipuram to Gurazala, 52 miles; (4) Bezwada to Masulipatam, 50 miles; and (5) Kurnool Road Station to Kurnool Town, 32 miles: total 209 miles; all on the 3′ 3⅜″ gauge.

13. The following surveys were sanctioned in 1901 and are still in progress:

(a) *Bengal-Nagpur railway.*—Bankura-Calcutta chord, 96 miles; and Gondia-Chanda with branch to Nagpur, 130 miles;

(b) *Burma railways.*—A line 120 miles long from Thazi to Taunggyi; a line 114 miles long from Pegu to Martaban and Moulmein; and a line 138 miles long from Pegu to Syriam and Dalla to Dedaye;

(c) *East Indian railway.*—Direct access to Agra city, 3 miles;

(d) *Great Indian Peninsula railway.*—A new entrance into Bombay from Sion station to Ballard pier, 9 miles; and a line 30 miles long from Warora to Chanda and on to Bellarpur;

(e) *North Western railway.*—A line from Quetta to Nushki, 100 miles; and the Lower Sind Extension, 297 miles; and

(f) *Oudh and Rohilkhand railway.*—Lines (1) 17 miles long, from Balamau or Bhagauli to Roodaman; (2) 15 miles long, from Hardoi to Sandee; and (3) 21 miles long, from Gajraula to Chandpur.

## *Capital.*

**Capital outlay.** App. 7 & 11.

14. The total expenditure borne against Capital, both on railways open and railways under construction, to the close of the calendar year 1900 was Rs. 3,43,33,97,389, which was made up as follows:

| | Mileage. | | | Capital outlay. |
|---|---|---|---|---|
| | Open. | Under construction. | Total. | Rs. |
| Guaranteed railways | 1,334·07 | 31·09 | 1,365·16 | 25,09,12,401 |
| State lines worked by Companies | 13,441·25 | 1,118·18 | 14,559·43 | 1,97,00,87,374 |
| State lines worked by the State | 5,125·32 | 192·56 | 5,317·88 | 81,45,07,947 |
| Assisted Companies | 2,350·25 | 69·75 | 2,420·00 | 17,62,52,519 |
| Native State lines | 3,048·60 | 144·82 | 3,193·42 | 17,13,95,126 |
| Lines in Foreign territory | 73·61 | ... | 73·61 | 1,76,34,352 |
| TOTAL OPEN LINES AND LINES PARTLY OPEN | 25,373·10 | 1,556·40 | 26,929·50 | 3,40,07,89,719 |
| Railways wholly under construction | ... | 569·78 | 569·78 | 1,43,43,513 |
| GRAND TOTAL OUTLAY ON RAILWAYS | 25,373·10 | 2,126·18 | 27,499·28 | 3,41,51,33,232 |
| Unclassified expenditure, including surveys and collieries | ... | ... | ... | 1,82,64,157 |
| GRAND TOTAL CAPITAL OUTLAY IN INDIA | ... | ... | ... | 3,43,33,97,389 |

**Sterling capital.** App. 8.

15. The total sterling capital raised by Companies and paid over to the Secretary of State up to the close of the calendar year 1901, and the amount subsequently

withdrawn for expenditure by Companies during and up to the close of the calendar year 1901 were as follows:

| | Amount raised up to 31st December 1901. | Amount withdrawn in 1901. | Amount withdrawn up to 31st December 1901. |
|---|---|---|---|
| | £ | £ | £ |
| Guaranteed railways . . . . | 22,421,819 | 685,704 | 22,509,108 |
| State lines leased to Companies . . | 31,520,565 | 1,559,109 | 35,999,104 |
| TOTAL . . | £53,942,384 | 2,244,813 | 58,508,212 |

16. The total budget allotment for the official year 1900-1901 was originally Rs. 7,30,84,000, but was subsequently increased to Rs. 8,30,75,000. For the official year 1901-02 it was Rs. 10,32,44,000, but this was afterwards reduced to Rs. 9,38,55,000, owing to short outlay in England against the amounts placed at the disposal of the Secretary of State and some of the Railway Companies' Boards for purchase of rolling-stock, stores, etc., on account of the withdrawal of skilled labour in England by recruitment for the forces in South Africa; and as intimation of the failure to spend the money allotted was not received until December, it was not possible to do much towards utilisation of the surplus by increasing the expenditure in India.

**Budget allotments for capital expenditure.** App. 9.

17. The actual capital expenditure during the calendar year 1901 on railways, for the financing of which the State is responsible, amounted, however, for the cause stated, only to Rs. 8,39,00,000, the gross capital outlay on all railways in India during the same period being Rs. 10,16,41,000. This amount was spent in constructing 2,363 miles of railway, 576 of which were completed and opened for traffic during the year, and in providing additional rolling-stock and other facilities for carrying the growing traffic of the several railways.

**Capital expenditure in 1901.** App. 10.

18. The increase to the rolling-stock (*vide* paragraph 54) amounted to 223 engines, 563 passenger vehicles and 4,695 wagons. The most marked development in the traffic began in 1893, and a reference to Appendix No. 33-A will show the quantity of rolling-stock on some of the railways at the close of that year as also the quantity at the close of 1901 when the traffic was the highest on record: it also shows the extent of the increase in the volume of the traffic during these years and the work done by the rolling-stock. The increase in the volume of traffic does not necessarily indicate an increase in the demands made upon the rolling-stock, since on some railways a large portion of the traffic comes on to them from foreign lines and consequently is carried in wagons belonging to such lines, and on others a large amount of the work done by wagons is performed away from the home line, as will be seen from Appendix No. 21. Speaking generally, railways have now sufficient stock for their immediate wants, and provision has been made for increases necessary to meet further developments of traffic, the quantity of rolling-stock under supply at the close of the year 1901 amounting (*vide* Appendix No. 33) to 451 engines, 1,259 passenger vehicles and 7,813 wagons.

19. For the official year 1902-03 provision has been made in the "Railway Programme," that is, for capital expenditure on railways for which the State finds the funds either by direct payment or by guarantee, as follows:

**Budget allotments for 1902-03.**

| | Rs. |
|---|---|
| For expenditure on open lines . . . . . | 5,50,82,000 |
| „ „ „ lines under construction . . . . | 3,64,76,000 |
| „ „ „ new lines only recently commenced . . | 1,84,42,000 |
| TOTAL | 11,00,00,000 |

## Capital.

20. In framing this "Programme," the principle which has been followed is that the amount required to meet the needs of open lines, so far as they can be foreseen, has been regarded as a first charge upon the money available for railway purposes, and every effort has been made to provide in full for all demands arising out of the development of existing traffic; next in order, provision has been made for the steady prosecution and early completion of lines in progress, preference under this head being given to Companies' lines over those under construction by the agency of the State; and, lastly, provision has been made for new projects which depend on the ability of the State to find money to complete them without financial embarrassment to the Government.

**Capital expenditure on new lines, etc.**

App. 10.

21. In Appendix No. 10 is presented the capital expenditure during the past ten years on each railway in India under the following heads:—

(*a*) New lines in extension of, or now worked by, existing lines.

(*b*) Rolling-stock.

(*c*) Improvement of existing lines.

Summarised the figures are as follows:—

| | Expenditure *in lakhs* on lines which are included in the "Railway Programme," that is, for which the State finds or guarantees the funds. | | | | | | Expenditure *in lakhs* on Private Companies' lines and Native States' lines, which fall outside the "Railway Programme." | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year. | Rolling-stock. | Improvement of existing lines. | Suspense. | Total improvements 2+3+4. | New lines in extension of, or now worked by, existing lines. | Total capital expenditure 5+6. | Total capital expenditure 12+13. | Rolling-stock. | Improvement of existing lines. | Suspense. | Total improvements 9+10+11. | New lines in extension of, or now worked by, existing lines. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 1892 | 80 | 1,27 | —43 | 1,64 | 2,54 | 4,18 | 68 | 15 | 31 | —6 | 40 | 28 |
| 1893 | 70 | 1,24 | 12 | 2,06 | 2,99 | 5,05 | 45 | 5 | 16 | —1 | 20 | 25 |
| 1894 | 33 | 92 | 11 | 1,36 | 3,34 | 4,70 | 59 | 2 | 14 | —2 | 14 | 45 |
| 1895 | 84 | 97 | 13 | 1,94 | 3,06 | 5,00 | 1,56 | 6 | 9 | 5 | 20 | 1,39 |
| 1896 | 62 | 1,23 | 16 | 2,01 | 3,38 | 5,39 | 2,43 | 12 | 4 | —1 | 15 | 2,28 |
| 1897 | 1,21 | 1,19 | 10 | 2,50 | 5,52 | 8,02 | 2,94 | 17 | 9 | 1 | 27 | 2,67 |
| 1898 | 1,20 | 83 | —29 | 1,74 | 5,56 | 7,30 | 3,19 | 21 | 15 | 5 | 41 | 2,78 |
| 1899 | 2,24 | 1,30 | 48 | 4,02 | 6,00 | 10,02 | 3,37 | 45 | 11 | 6 | 62 | 2,75 |
| 1900 | 1,50 | 1,58 | 1,45 | 4,53 | 3,94 | 8,47 | 2,19 | 28 | 10 | 33 | 71 | 1,48 |
| 1901 | 1,74 | 1,98 | 58 | 4,30 | 4,09 | 8,39 | 1,77 | 37 | 11 | —6 | 42 | 1,35 |

It will be seen from the foregoing statement, that for many years the amount of money which was available for capital expenditure was so limited, that the larger portion of it had to be devoted to new lines if any progress was to be made in railway construction. But the needs of existing lines yearly grew more pressing, and to meet them, without at the same time retarding the construction of new lines, the "Railway Programme" has from time to time been increased, until it now stands, as has been shown in the previous paragraph, at 11 crores of rupees for the official year 1902-03, more than half of which has been appropriated to the improvement of existing lines.

**Capital outlay under heads of account.**

App. 11.

22. The Capital outlay under the several heads of expenditure on railways, both open and still under construction, up to the close of the calendar year 1901, is presented in Appendix 11.

**Traffic and earnings. Passenger traffic.**
Traffic earnings. App. 12 and 13.

## *Traffic and earnings.*

23. The following statement shows the volume of the traffic carried and the earnings therefrom during the past five years:

| YEAR. | Open mileage. | PASSENGER TRAFFIC. Number of passengers in thousands. | Earnings in thousands of rupees. | Average distance travelled in miles. | Earnings from other coaching traffic in thousands of rupees. | GOODS TRAFFIC. Tons in thousands. | Earnings in thousands of rupees. | Average distance carried in miles. | Electric telegraph in thousands of rupees. | Steam-boat and sundries in thousands of rupees. | Total traffic earnings in thousands of rupees. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1897 | 21,123 | 150,584 | 7,62,13 | 39·22 | 1,23,96 | 33,926 | 15,88,89 | 141·29 | 8,12 | 77,01 | 25,60,11 |
| 1898 | 22,048 | 151,566 | 7,58,67 | 38·53 | 1,10,29 | 36,354 | 17,88,62 | 157·11 | 7,49 | 80,52 | 27,45,59 |
| 1899 | 23,528 | 161,720 | 8,09,39 | 38·48 | 1,13,19 | 40,592 | 19,23,65 | 151·92 | 8,70 | 86,32 | 29,41,25 |
| 1900 | 24,760 | 176,308 | 8,95,07 | 40·09 | 1,31,37 | 43,739 | 20,40,90 | 151·96 | 7,93 | 84,38 | 31,59,65 |
| 1901 | 25,373 | 194,749 | 10,07,17 | 40·42 | 1,34,71 | 44,142 | 21,27,35 | 159·99 | 7,49 | 89,07 | 33,65,79 |

24. The large increase in the number of passengers carried and the receipts therefrom is attributable partly to the return of the population to the tracts which were deserted during the famine of 1900, partly to the opening of new lines of railway, but chiefly to the natural development of the traffic. With few exceptions, and they are unimportant lines, every railway in India has contributed to the increase.

Passenger traffic. App. 13, 14 and 15.

25. The increase in the goods traffic, both in the quantity and in the earnings, is very satisfactory, though the traffic was not so well distributed as in the case of passengers. Railways running through the districts which were affected by famine in 1900, were expected to yield a smaller revenue, as the famine had either altogether ceased or the local conditions had improved, but the deficiency was more than made up by an increase of business on the other railways. Those railways, however, which show a diminution of business under goods in 1901 as compared with 1900, with few exceptions, show an improvement on normal years.

Goods traffic. App. 13, 16 and 17.

26. The improvement of both the passenger and goods traffic is all the more remarkable, since the comparison is made with a year (1900) in which there had been a large increase of traffic due to abnormal causes; and the great advance made in 1901 points to the steady development of railways and consequently of the country.

## *Passenger traffic.*

27. Turning to the details of traffic, the following table shows the number of passengers of each class carried, the earnings therefrom, and the average rate charged each passenger:

Passenger traffic. App. 12, 13, 14 and 15.

| YEAR. | NUMBER CARRIED IN THOUSANDS. ORDINARY PASSENGERS. 1st. | 2nd. | Inter. | 3rd. | Season and vendors' tickets. | EARNINGS IN THOUSANDS OF RUPEES FROM ORDINARY PASSENGERS. 1st. | 2nd. | Inter. | 3rd. | Season and vendors' tickets. | AVERAGE RATE CHARGED PER PASSENGER (INCLUDING SEASON AND VENDORS' TICKET HOLDERS) IN PIES. 1st. | 2nd. | Inter. | 3rd. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1897 . . | 485 | 2,242 | 4,865 | 132,215 | 10,777 | 29,27 | 43,91 | 49,56 | 6,32,80 | 6,59 | 12·28 | 4·87 | 3·10 | 2·27 |
| 1898 . . | 611 | 2,253 | 5,073 | 131,512 | 12,117 | 31,24 | 45,28 | 49,49 | 6,25,51 | 7,15 | 12·40 | 4·93 | 3·13 | 2·29 |
| 1899 . . | 526 | 2,352 | 5,233 | 140,321 | 13,288 | 31,52 | 46,97 | 52,08 | 6,70,81 | 8,01 | 12·59 | 5·32 | 3·07 | 2·30 |
| 1900 . | 521 | 2,285 | 5,703 | 153,954 | 13,845 | 31,83 | 47,07 | 56,03 | 7,51,67 | 8,47 | 12·59 | 5·49 | 3·11 | 2·31 |
| 1901 . | 532 | 2,405 | 6,670 | 179,416 | 14,726 | 32,78 | 52,43 | 64,39 | 8,48,25 | 9,82 | 12·75 | 5·49 | 3·09 | 2·31 |

28. There was an increase both in numbers and in earnings under all classes of passengers and, as stated in paragraph 24, it was distributed, with few unimportant exceptions, over all the railways in India. Speaking generally, the 1st and 2nd classes are supported by the European and Eurasian community; the intermediate and

**Goods traffic.**

third classes by the native community ; but, as mentioned last year, there is a tendency towards the use of the lower classes of carriages in preference to the higher. Consequently, while there has been an appreciable increase in the lower classes, the number of first class passengers has remained almost stationary. The principal increase both in numbers and amount is under third class passengers, over 16 million more passengers having been carried and the earnings having increased by over 96 lakhs of rupees. This traffic has been steadily growing and now amounts to the large number, excluding season ticket holders, of over 170 million passengers, yielding to railways a revenue of over 848 lakhs of rupees.

29. The total number of all classes carried amounted to 194¾ millions, and the earnings therefrom, to 1,007 lakhs of rupees.

30. The number of season tickets issued, and the earnings therefrom, have been separately shown this year. The business has increased both as to numbers and earnings. These tickets are availed of almost exclusively in the neighbourhood of the Presidency towns, the number of passengers offering there making it possible for railways to provide a regular and frequent suburban train service.

## *Goods traffic.*

**Goods traffic.**
App. 12, 13, 16 and 17.

31. The following table shows the quantity of goods of each class carried and the earnings therefrom :

| Year. | Quantity carried in thousands of tons. | | | | | Earnings in thousands of rupees. | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | General merchandise. | Coal and coke for the public and foreign railways. | Military stores. | Revenue stores including coal and railway materials for construction. | Total including items not detailed. | General merchandise. | Coal and coke for the public and foreign railways. | Military stores. | Revenue stores including coal and railway materials for construction. | Total including items not detailed. |
| 1897 . . | 20,217 | 5,551 | 116 | 7,843 | 33,926 | 13,14,54 | 1,47,51 | 23,68 | 75,53 | 15,88,89 |
| 1898 . . | 21,851 | 6,032 | 132 | 8,077 | 36,354 | 14,88,25 | 1,74,71 | 21,19 | 81,38 | 17,88,62 |
| 1899 . . | 24,725 | 6,242 | 59 | 9,330 | 40,592 | 16,09,45 | 1,80,49 | 13,13 | 94,11 | 19,23,65 |
| 1900 . . | 28,178 | 6,631 | 58 | 8,919 | 43,739 | 16,92,15 | 2,11,83 | 13,78 | 92,27 | 20,40,90 |
| 1901 . . | 26,185 | 8,272 | 63 | 9,528 | 44,142 | 17,16,49 | 2,35,09 | 15,02 | 96,41 | 21,27,35 |

32. Following, as 1901 did, on a bad famine year, a large decrease might have been expected, but there was actually an increase on the whole business done of 403,000 tons in weight and of Rs. 86,45,000 in earnings. In general merchandise there was the expected decrease in quantity of 1,993,000 tons, but the earnings were higher by Rs. 24,34,000, due chiefly to the improvement in the cotton and seeds traffic, though many other articles also contributed, and to the increased distance over which the traffic was carried, the average lead having increased from 151·96 to 159·99 miles.

General Merchandise.
App. 16 and 17.

33. The coal traffic, which under the impetus of the increase in the prices for English coal, has so largely developed during the past four years, showed a further increase in 1901, the output from the collieries having increased from 6,118,692 tons to 6,657,573 tons and the exports having increased, to Indian ports excluding Burma from 1,030,709 tons to 1,157,892 tons, and to ports outside India including Burma from 711,874 tons to 845,953 tons. But the reduction in the price of English coal and the introduction of patent fuel point to the possibility of a check in this development. English coal has again entered into competition with Indian coal in some of the markets, Bombay especially, and the imports of English coal and patent fuel during the year have increased from 91,710 tons to 272,630 tons, and of coal from other countries, from 43,939 tons to 79,108 tons. The quantity of Indian coal consumed by railways increased from 1,867,185 tons to 1,965,530 tons

Coal.
App. 16, 17, 28 and 29.

**Goods traffic.**

and there has been an increased demand for coal for private factories and for domestic consumption. Notwithstanding, therefore, the competition with imported fuel, the prospects of an increase in the coal trade are hopeful. As affecting the railways as carriers, the large quantity of coal carried by sea to places in India which can be reached by railway, amounting as it does to 1,157,892 tons, deserves attention.

34. The increase under "Military stores" is small, and is probably due to the Mahsud-Waziri blockade operations.

Military stores (App. 16 and 17).

35. Under "Railway material" there was an increase under "Locomotives" and "Carriages and trucks," due to the large quantity of rolling-stock recently sanctioned for railways, and a decrease under "Materials," owing to the inability of railways to work up to their sanctions, as was explained in paragraph 16.

Railway material (App. 18 and 19).

36. The traffic shows the fluctuations which follow on the cessation of famine conditions. The movement of fodder, food-grains, hides and skins, and cattle fell, while that of cotton and seeds increased.

**Principal commodities.** App. 18 and 19.

The traffic in, and the earnings from, these articles compare as follows :

| | | Quantity in tons. | Earnings in rupees. |
|---|---|---|---|
| Fodder | 1900 | 821,953 | 32,16,678 |
| | 1901 | 294,675 | 10,99,973 |
| | Decrease | 527,278 | 21,16,705 |
| Grain and pulse | 1900 | 10,299,071 | 6,43,62,693 |
| | 1901 | 8,095,976 | 5,13,97,501 |
| | Decrease | 2,203,095 | 1,29,65,192 |
| Hides and skins | 1900 | 315,950 | 39,07,150 |
| | 1901 | 174,729 | 17,76,789 |
| | Decrease | 141,221 | 21,30,361 |
| Cattle | 1900 | 75,705 | 10,16,093 |
| | 1901 | 50,730 | 7,01,607 |
| | Decrease | 24,975 | 3,14,486 |
| Cotton, raw | 1900 | 472,968 | 62,78,130 |
| | 1901 | 822,737 | 1,30,86,900 |
| | Increase | 349,769 | 68,08,770 |
| Seeds, oil | 1900 | 1,544,969 | 95,13,231 |
| | 1901 | 2,495,347 | 1,88,70,585 |
| | Increase | 950,378 | 93,57,354 |

The other noticeable items are, Indian manufactured cotton (Indian twist and yarn and Indian piece goods), drugs, raw jute, kerosine oil, and sugar, the traffic in which was as follows :

| | | Quantity in tons. | Earnings in rupees. |
|---|---|---|---|
| Indian cotton, manufactured. | 1900 | 214,877 | 29,91,781 |
| | 1901 | 270,765 | 39,46,401 |
| | Increase | 55,888 | 9,54,620 |

**Train, vehicle and ton-mileage.**

| | | Quantity in tons. | Earnings in rupees. |
|---|---|---|---|
| Drugs | 1900 | 59,475 | 7,92,634 |
| | 1901 | 79,371 | 10,38,269 |
| | Increase | 19,896 | 2,45,635 |
| Jute, raw | 1900 | 693,531 | 46,81,481 |
| | 1901 | 1,147,115 | 51,85,477 |
| | Increase | 453,584 | 5,03,996 |
| Kerosine oil | 1900 | 387,937 | 28,04,792 |
| | 1901 | 441,561 | 31,05,735 |
| | Increase | 53,624 | 3,00,943 |
| Sugar, refined | 1900 | 261,518 | 27,70,224 |
| | 1901 | 324,389 | 35,40,148 |
| | Increase | 62,871 | 7,69,924 |
| Sugar, unrefined | 1900 | 857,469 | 56,20,602 |
| | 1901 | 1,159,102 | 77,89,516 |
| | Increase | 301,633 | 21,68,914 |

## *Train, vehicle and ton-mileage.*

**Train, vehicle & ton-mileage.** App. 20 and 21.

37. The following table shows the train, vehicle and ton-mileage travelled by coaching and goods traffic :

| Year. | Train-mileage.* (Omitting 000.) | | | | Vehicle-mileage* (Omitting 000.) | | | Ton-mileage.* (Omitting 000.) | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Coaching. | Goods. | Mixed. | Total including miscellaneous train-mileage. | Coaching. | Goods. | Total. | Coaching. | Goods. | Total. |
| 1897 | 16,301 | 24,215 | 26,676 | 69,494 | 547,948 | 1,003,342 | 1,551,290 | 6,447,335 | 12,793,732 | 19,241,067 |
| 1898 | 16,620 | 28,037 | 25,449 | 71,520 | 551,348 | 1,102,343 | 1,653,691 | 6,468,321 | 14,604,953 | 21,073,274 |
| 1899 | 17,039 | 30,612 | 26,879 | 77,207 | 571,119 | 1,213,610 | 1,784,729 | 6,800,273 | 15,909,787 | 22,710,060 |
| 1900 | 18,114 | 34,252 | 28,827 | 84,193 | 612,017 | 1,323,001 | 1,935,018 | 7,326,297 | 17,231,511 | 24,557,808 |
| 1901 | 19,701 | 34,274 | 31,561 | 88,265 | 685,299 | 1,311,304 | 1,996,603 | 8,147,469 | 17,956,732 | 26,106,201 |

* Excludes all 2′ 6″ and 2′ 0″ gauge lines, except Raipur-Dhamtari and Cooch-Behar railways.

38. The increase under all heads is explained by the increase in traffic already referred to. But while the number of passengers increased in 1901 over 1900 by 10·46 per cent., the earnings therefrom increased by 12·52, and the train-mileage by only 8·76 per cent., bearing out what was said last year that it is the long distance traffic which is increasing.

In the case of goods traffic, the tonnage increased in 1901 over 1900 by 0·92 per rent., the train-mileage by 0·06 per cent., and the earnings by 4·24 per cent. The disproportionate increase of earnings was due chiefly to the improvement in the higher freight-earning traffic in cotton.

**Working expenses.**

**Earnings per mile open and per train-mile.**
App. 12, 22 and 23.

39. The earnings per mile worked and per train-mile increased correspondingly and were as follows :

| YEAR. | PER MILE WORKED. | | | PER TRAIN-MILE. |
|---|---|---|---|---|
| | *Gross earnings excluding steam-boat, in rupees.* | | | Gross earnings, excluding steam-boat, in rupees. |
| | Coaching. | Goods. | Total, including "other earnings", exceptsteam-boat. | |
| 1897 . | 4,316 | 7,739 | 12,402 | 3·66 |
| 1898 . | 4,046 | 8,328 | 12,721 | 3·82 |
| 1899 . | 4,038 | 8,420 | 12,806 | 3·79 |
| 1900 . | 4,254 | 8,459 | 13,025 | 3·73 |
| 1901 . | 4,517 | 8,415 | 13,253 | 3·80 |

## *Working expenses.*

**Working expenses.**
App 12, 24, 25 26 and 27.

40. The working expenditure on all railways taken collectively is shown in the following table :

| Year. | Working expenses in thousands of rupees. | Proportion per cent. of working expenses to gross earnings. | Working expenses, excluding steam-boat, per mile worked in rupees. | Working expenses, excluding steam-boat, per train-mile in rupees. |
|---|---|---|---|---|
| 1897 . | 12,47,73 | 48·74 | 6,027 | 1·78 |
| 1898 . | 13,01,99 | 47·42 | 6,018 | 1·81 |
| 1899 . | 13,96,22 | 47·47 | 6,067 | 1·80 |
| 1900 . | 15,12,91 | 47·88 | 6,217 | 1·78 |
| 1901 . | 15,75,64 | 46·81 | 6,190 | 1·77 |

41. The increase in the total working expenses was a natural consequence of the large increase in the traffic carried. That it was not abnormal will be seen from the fall in the working expenses per mile worked and per train-mile and in the proportion which the working expenses bear to the gross earnings. Where the proportion of working expenses to gross earnings averages for all railways below 47 per cent., the management cannot be regarded as unsatisfactory, especially when the expenditure under the head of flood damages (paragraph 63), to which the younger railways in India are particularly liable, is considered.

42. A factor which largely contributed during past years to increase the working expenses was the price of materials. There was a marked improvement in this respect during the year under review, the prices comparing with previous years as shown in the following statement :

| Year. | IRON. | | | | | | | | STEEL. | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | BAR. | | PIG. | | PLATE. | | SHEET. | | MILD BAR. | | RAILS. | |
| | Highest. Tons. | Lowest. Tons. | Highest. Tons. | Lowest. Tons. | Highest. Tons. | Lowest. Tons. | Highest. Tons. | Lowest. Tons. | Highest. Tons. | Lowest. Tons. | Highest. Tons. | Lowest. Tons. |
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 1897 . . | 8 7 6 | 6 7 6 | 2 11 9 | 2 8 3 | 6 10 0 | 6 10 0 | 8 10 0 | 7 10 0 | 7 0 0 | 5 9 3 | 4 17 6 | 4 5 0 |
| 1898 . . | 8 5 0 | 6 10 0 | 2 12 6 | 2 12 6 | 9 0 0 | 6 11 3 | 10 0 0 | 7 7 6 | 7 7 6 | 5 7 6 | 5 5 0 | 4 7 6 |
| 1899 . . | 10 10 0 | 8 0 0 | 3 19 0 | 3 16 0 | 11 0 0 | 9 0 0 | 11 0 0 | 9 10 0 | 10 5 0 | 6 15 0 | 7 2 6 | 4 12 0 |
| 1900 . . | 10 15 0 | 10 10 0 | 3 16 6 | 3 16 6 | 12 0 0 | 11 10 0 | 12 17 6 | 11 4 0 | 12 5 0 | 7 17 6 | 7 10 0 | 6 0 0 |
| 1901 . . | 9 10 0 | 7 2 6 | 3 7 6 | 3 6 6 | 9 10 6 | 7 12 6 | 9 5 0 | 7 12 6 | 9 0 0 | 5 9 6 | 7 2 6 | 5 5 6 |
| Difference between 1900 and 1901. | —1 5 0 | —3 7 6 | —0 9 0 | —0 10 0 | —2 9 6 | —3 17 6 | —3 12 6 | —3 11 6 | —3 5 0 | —2 8 0 | —0 7 6 | —0 14 6 |
| Decrease per cent. | 11·6 | 32·1 | 11·7 | 13·1 | 20·6 | 33·7 | 28·1 | 31·9 | 26·5 | 30·5 | 5·0 | 18·1 |

**Working expenses.**

**Coal.**
App. 28 and 29.

43. The coal used by railways is now almost entirely raised in India. Foreign coal is still used on some of the railways, and the recent reduction in the price of English coal may lead to an increase in the quantity taken, but the Indian coal has now fairly established itself, as will be seen from the following statement :

| Year. | Foreign coal consumed by railways. | Indian coal consumed by railways. |
|---|---|---|
| | Tons. | Tons. |
| 1897 . | 55,617 | 1,328,120 |
| 1898 . | 38,902 | 1,423,463 |
| 1899 . | 83,755 | 1,561,821 |
| 1900 . | 56,444 | 1,867,185 |
| 1901 . | 13,095 | 1,965,530 |

**Collieries owned by railways or the State.**
App. 30.

44. The East Indian and the North Western railways have collieries of their own. Those of the North Western railway do not produce much coal, but the East Indian railway obtain all their coal from their own colliery, and it is due to this fortunate circumstance that their coal costs them so little and that they are able to keep their working expenses at so low a percentage of their gross earnings.

In the case of most of the other railways, the coal-fields from which their coal is drawn, are a great distance off. The cost of the coal by the time it reaches them is consequently very great, and it is necessary to bear this in mind when comparing the cost of working one railway with another.

**Working expenses by departments.**
App. 24, 25, 26 and 27.

45. The working expenses in the different departments of the railways treated as one system are shewn in the following table. (The totals are shown in paragraph 40) :

| YEAR. | ENGINEERING. | | | LOCOMOTIVE. | | | CARRIAGE AND WAGON. | | | TRAFFIC. | | | GENERAL. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Per cent. on gross earnings. | Per mile open. | Per train-mile. | Per cent. on gross earnings. | Per mile open. | Per train-mile. | Per cent. on gross earnings. | Per mile open. | Per train-mile. | Per cent. on gross earnings. | Per mile open. | Per train-mile. | Per cent. on gross earnings. | Per. mile open. | Per train-mile. |
| | | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. |
| 1897 . | 12·66 | 1,535 | 0·47 | 15·83 | 1,919 | 0·58 | 4·49 | 544 | 0·17 | 8·23 | 998 | 0·30 | 5·20 | 631 | 0·19 |
| 1898 . | 11·44 | 1,424 | 0·44 | 15·66 | 1,950 | 0·60 | 4·86 | 606 | 0·19 | 8·05 | 1,002 | 0·31 | 4·98 | 620 | 0·19 |
| 1899 . | 11·66 | 1,457 | 0·44 | 16·04 | 2,006 | 0·61 | 4·56 | 570 | 0·17 | 7·89 | 986 | 0·30 | 4·85 | 606 | 0·18 |
| 1900 . | 11·46 | 1,463 | 0·43 | 16·69 | 2,129 | 0·63 | 4·39 | 561 | 0·16 | 7·96 | 1,014 | 0·30 | 4·67 | 596 | 0·18 |
| 1901 . | 10·59 | 1,405 | 0·40 | 16·63 | 2,206 | 0·63 | 4·52 | 600 | 0·17 | 7·89 | 1,046 | 0·30 | 4·70 | 623 | 0·18 |

46. These results are not unsatisfactory. The results for individual railways, as presented in Appendices 21, 25, 26 and 27, and in Appendices 31 and 32, which show the proportion of freight to the dead weight moved and the capacity hauled, seem, however, to require consideration, though any comparison between different railways must necessarily be made with great caution, as the conditions on no two railways are quite the same, and a judgment of results by averages would be equally misleading, as the same conditions do not obtain throughout the year.

## *Net earnings.*

47. Turning now to the net earnings, the following table shows what the net earnings were, and what return they would have yielded on the capital expenditure if all the railways in India were treated as one undertaking: **Net earnings.** App. 12 and 13.

| Year. | Net earnings in thousands of rupees. | Percentage of net earnings on capital outlay. | NET EARNINGS, EXCLUDING STEAM-BOAT, IN RUPEES. | |
|---|---|---|---|---|
| | | | Per mile worke | Per train-mile. |
| 1897 . | 13,12,38 | 4·65 | 6,375 | 1·88 |
| 1898 . | 14,43,60 | 4·93 | 6,703 | 2·01 |
| 1899 . | 15,45,03 | 5·00 | 6,739 | 1·99 |
| 1900 . | 16,46,74 | 4·99 | 6,808 | 1·95 |
| 1901 . | 17,90,15 | 5·26 | 7,063 | 2·03 |

48. But while some railways are now productive, others are still worked at a loss to the State. Taken as a whole, however, the working of the year 1901 resulted, as was shown in paragraph 2, in a net gain to the State of Rs. 1,15,41,198. **Gain or loss to State.** App. 7.

49. Recapitulated, the results show an increase in 1901 over 1900 in—

| | |
|---|---|
| Mileage open of . . . . . | 2·48 per cent. |
| Coaching traffic— | |
| Passengers, number of— . . . | 10·46 „ |
| Train-mileage . . . . . | 8·76 „ |
| Gross earnings from passengers . . | 12·52 „ |
| Goods traffic— | |
| Tonnage . . . . . | 0·92 „ |
| Train-mileage . . . . . | 0·06 „ |
| Gross earnings . . . . . | 4·24 „ |
| Working expenses . . . . . | 4·15 „ |
| Net earnings . . . . . | 8·70 „ |

## *Summary.*

50. Summarised, the general results of working Indian railways during the five years 1897-1901 were as follows: **General results.** App. 7 and 12.

| Year. | Mileage open on 31st December. | Gross earnings. (Omitting 000.) | Working expenses. (Omitting 000.) | Net earnings. (Omitting 000.) | Per cent. of net earnings on outlay. | Pro: per cent. of expenses to gross earnings. | PER MILE WORKED. (IN RUPEES.) | | | PER TRAIN-MILE. (IN RUPEES.) | | | Gain or loss to State. (Omitting 000.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Gross earnings. | Working expenses. | Net earnings. | Gross earnings. | Working expenses | Net earnings. | |
| 1897 . | 21,123 | 25,60,11 | 12,47,73 | 13,12,38 | 4·65 | 48·74 | 12,402 | 6,027 | 6,375 | 3·66 | 1·78 | 1·88 | —2,16,25 |
| 1898 . | 22,048 | 27,45,59 | 13,01,99 | 14,43,60 | 4·93 | 47·42 | 12,721 | 6,018 | 6,703 | 3·82 | 1·81 | 2·01 | —1,11,63 |
| 1899 . | 23,528 | 29,41,25 | 13,96,22 | 15,45,03 | 5·00 | 47·47 | 12,806 | 6,067 | 6,739 | 3·79 | 1·80 | 1·99 | —46,06 |
| 1900 . | 24,760 | 31,59,65 | 15,12,91 | 16,46,74 | 4·99 | 47·88 | 13,025 | 6,217 | 6,808 | 3·73 | 1·78 | 1·95 | +8,72 |
| 1901 . | 25,373 | 33,65,79 | 15,75,64 | 17,90,15 | 5·26 | 46·81 | 13,253 | 6,190 | 7,063 | 3·80 | 1·77 | 2·03 | +1,15,41 |

51. The Indian railway system having for two years in succession been worked at a profit to the State, it may now be regarded as having ceased to be a burden to the general revenues of the country; and the net receipts from railways may be expected in future to be one of the most certain and increasing sources of State revenue.

# PART II.

## MISCELLANEOUS.

**Chief events of the year.**

52. The chief events of the year 1901 are recorded below:

As representations continued to be made to the Government of India that the inconvenience and hardships experienced by the lower class passengers on account of the absence of latrine accommodation in carriages had in no way abated, all railways in India were invited to take steps for the provision of such accommodation—

(*a*) as early as possible in all intermediate and third class carriages running on mail and fast passenger trains, that is, trains which are not timed to stop at every station; and

(*b*) as opportunity arises in all other carriages of these classes except those intended for use on suburban trains running for distances of less than 50 miles.

A long standing dispute between the Oudh and Rohilkhand and Bengal and North-Western railways in connection with the carriage of, and rates for, traffic conveyed over the 3′ $3\frac{3}{8}$″ gauge link between Burhwal and Cawnpore was settled by power being given to the Bengal and North-Western Railway Company to quote rates over the link, the through rate being divided between the two railways in mileage proportion.

The dispute between the Great Indian Peninsula, the Southern Mahratta and the West of India Portuguese railways, as to the routing of traffic between Bombay and Southern Mahratta railway stations, was settled by a territorial division of the traffic.

The Cherra-Companyganj State railway (Assam) was finally closed on the 15th October 1901, as since the earthquake it had ceased to earn working expenses and the volume of the traffic offering was insufficient to justify its being kept open.

A meeting was held, on the 2nd July and the two succeeding days, of the mercantile and railway bodies interested in certain questions connected with (i) the entrance of the Bengal-Nágpur railway into Jherriah; (ii) the relief of congestion of traffic on the lower section of the East Indian railway; and (iii) the provision of an independent access to Calcutta from the United Provinces of Agra and Oudh, so as to give to the Committee appointed to investigate and advise the Government of India on these questions, an opportunity of hearing the views of those concerned. The Committee recommended that—

(i) the Bengal-Nágpur railway should be allowed free entrance into the Jherriah coal-field;

(ii) additional lines were not necessary for the relief of the congestion on the East Indian railway which was due to other causes; and

(iii) a line should be constructed from Gya to connect with the Bengal-Nágpur railway so as to afford an alternative route to Calcutta from Northern India.

Owing to the difficulty experienced by the India Office in obtaining reasonably early delivery of locomotives ordered in England for Indian railways, the Secretary of State requested that a General Conference of Locomotive Superintendents of both State and Companies' lines should be summoned for the purpose of considering the question of, and making recommendations for, the standardization of locomotives of all gauges of Indian railways. Mr. F. Wolley-Dod of the retired list, Public Works Department, was appointed President of the Conference which was held at Calcutta on the 9th December and the four succeeding days, and recommended—

(i) That under Indian conditions a fixed scale of standard dimensions and standard weights and of loads and working stresses is essential and should be prescribed by Government for each gauge of railway;

(ii) That a higher standard of loads than is at present allowed should, as soon as possible, be settled and accepted by Government for adoption as a maximum;

(iii) That until this new standard is decided on, Government should be asked to permit present standards to be exceeded, each case being decided on its merits;

(iv) That with regard to the standardization of locomotives, the English makers, who have represented their difficulties under the system now in force and have suggested a standardization for current use, should be invited to prepare in collaboration, a series of standard designs which they consider calculated to meet their views, and to ensure a more rapid rate of delivery and a decreased cost—the series to comprise engines of certain mentioned types, the designs being prepared so that, as far as may be possible, corresponding parts of the various classes may be interchangeable; and

(v) That in order to maintain the standards eventually arrived at, the existing Committee of Locomotive and Carriage Superintendents for India should be recognized by Government and the Railway Companies as the tribunal for maintaining or relaxing the standards from time to time.

On the 26th November, the Government of India issued orders convening a Conference at Delhi, between the officers who will have charge of the arrangements for the Proclamation Ceremony of His Majesty King Edward VII and those controlling the railways working into Delhi, to provide facilities for dealing with the expected traffic.

During the year a direct service of steamers for the carriage of tea and jute was established between Chittagong and London in connection with the Assam-Bengal railway. The first steamer left the port on the 4th August and the experiment promises to prove successful.

The running of bogie carriages has been introduced on the Eastern section of the Eastern Bengal State railway, and the Darjeeling mail is now run from Calcutta to Damukdia entirely with bogie carriages.

Mr. T. Robertson, C.V.O., who had been appointed by His Majesty's Secretary of State to investigate the working of railways, arrived in India on the 19th October 1901, and made an extensive tour through the country visiting all the railways.

On the 1st January, the working of the Northern section of the East Coast railway, from the north distant signal of Waltair station to Barang, near Cuttack, a length of 319·51 miles, was transferred to the Bengal-Nágpur railway, the Southern section, from Washermenpet to Vizagapatam, 497·22 miles, being made over to the Madras railway to work.

On the 1st January, the maintenance of the 5′ 6″ gauge portion of the Rajputana-Malwa railway from Ferozpore to Bhátinda was taken over by the North Western State railway from the Bombay, Baroda and Central India railway.

On the 18th January, an Indenture was executed for the construction of the Calicut-Azhikal extension of the Madras railway.

By an Indenture of the 1st February the arrangements for working the Rajputana-Malwa and other connected railways by the Bombay, Baroda and Central India Railway Company were revised, the contract being extended up to the 31st December 1905.

By an Indenture of the 5th February the arrangements for the working of the Lucknow-Bareilly State railway by the Rohilkund and Kumaon Railway Company were revised, the contract being extended up to the 31st December 1907.

On the 27th March, Indentures were executed for the construction of a railway from Laksam *viâ* Noakhali to Ichakhali (Bengal) which on completion will be worked by the Assam-Bengal Railway Company.

On the 1st November, a contract was executed for the construction and working of a branch railway from Walajah Road (Arcot) to Ranipet by the Madras Railway Company.

The contract for the construction of the Kalka-Simla railway was modified during the year in some particulars, the most notable being that 2′ 6″ has been adopted for the gauge instead of 2′ 0″.

**Important works completed.**

## *Important works completed.*

**Important works completed.**

53. The following works of importance were completed during the year 1901 :

(*a*) *Bengal and North-Western railway.*—The Barundhi bridge (8 spans of 80-foot girders), which was passed for traffic on the 25th February 1901 ; the Chota Kosi bridge (7 spans of 80-foot girders) and the Boro bridge (3 spans of 60-foot girders), which were opened on the 26th June 1901 ;

(*b*) *Bengal-Nágpur railway.*—The bridge over the Cossye river (16 spans of 100-foot girders), which was opened on the 8th June 1901 ;

(*c*) *Bombay, Baroda and Central India railway.*—The doubling of the line up to Baroda, the second line being opened throughout on the 21st April 1902 ;

(*d*) *Burma railways.*—The Gokteik viaduct (10 spans of 120 feet, 5 spans of 60 feet and 2 spans of 55 feet), which was opened on the 1st June 1901 ;

(*e*) *Eastern Bengal State railway.*—The Teesta bridge (13 spans of 150-foot girders) and approaches on the Northern section, which were opened on the 1st April 1901 ; the conversion of the line from Teesta to Moghalhat, $12\frac{1}{4}$ miles, from 2′ 6″ to 3′ $3\frac{3}{8}$″ gauge, which was opened on the same date; the Dharlla bridge at Moghalhat (10 spans of 150-foot girders), which was passed for traffic on the 19th December 1901 ;

(*f*) *East Indian railway.*—The doubling of the track between Sitarampur and Barakar, the second line being opened on the 6th March 1901 ; the doubling of the track between Shahdara and Delhi, 8·60 miles, the second line being opened on the 20th February 1902 ;

(*g*) *Great Indian Peninsula railway.*—The Girna bridge (9 spans of 170′ 8″ girders), which was opened on the 16th May 1901 ;

(*h*) *Jodhpur-Bikaner railway.*—The conversion of the Hyderabad-Shadipalli railway from the 5′ 6″ gauge to the 3′ $3\frac{3}{8}$″ gauge ;

(*i*) *Madras railway.*—The doubling of the track between Washermenpet and Veyasarpaudy, 1·50 miles, the second line being opened on the 14th September 1901 ; and

(*j*) *Oudh and Rohilkhand State railway.*—The permanent bridge (11 spans of 200-foot girders) over the Ganges at Garhmukhtesar with approaches, which was opened on the 11th April 1901.

## *Rolling-stock.*

**Rolling-stock.**

App. 33, 33A. and 34.

54. It was stated in the report for 1900 that the development of railways had been much hampered for want of rolling-stock, but that large allotments of funds had been made to correct this defect. During 1900, 155 engines, 539 passsenger carriages, and 3,392 wagons were added to the stock of the 5′ 6″ and 3′ $3\frac{3}{8}$″ gauge railways. In 1901 a further addition was made of 223 engines, 563 passenger carriages and 4,695 wagons.

55. The total outlay on rolling-stock for 5′ 6″ and 3′ $3\frac{3}{8}$″ gauge railways amounted at the close of 1901 to Rs. 45,15,32,000, or at the rate of Rs. 18,215 per mile open, as will be seen from Appendix No. 33. The additions to the supply of rolling-stock which have been made in recent years, have brought the requirements of all the railways more or less up to date. The additions under supply to meet further developments of traffic are shown at the foot of the same appendix, and amount to 451 engines, 1,259 passenger vehicles and 7,813 wagons.

56. The work done by the rolling-stock is shown in Appendix 33-A. The conditions are so different on each railway that no fair deductions can be drawn from the results of a whole year's working; and an examination of this question by averages would be most misleading. On some railways the work is fairly distributed throughout the year, on others the greater part of the traffic is forced into 2 or 3 months of the year; and although the figures presented appear to show that the best use has not

been made of the available stock and that some railways have more than they need, no accurate conclusions can be drawn without some knowledge of the local conditions on each railway. Better and more trustworthy results could be obtained from statistics of work done during the busiest month in the year, and it is under consideration whether such statistics should not be compiled in future.

57. During the year 1901, 208 engines and 628 vehicles were fitted with automatic brakes, making the number so fitted at the close of the same year 1,777 engines and 9,298 vehicles, as against 2,243 engines and 80,021 vehicles not yet fitted. The use of automatic brakes is at present confined to railways with fast passenger trains or running over country with steep gradients. **Automatic brakes.** App. 35.

58. During the year 1901, 1,091 vehicles were fitted with Pintsch's gas, making the total number so fitted at the close of the year 6,577, as compared with 4,437 unfitted on the railways which light their trains by gas. **Carriages lighted by gas.** App. 36.

59. By degrees all vehicles are being fitted with screw couplings at one if not at both ends. **Couplings.**

60. During the year under review, 112 stations were fitted with apparatus for interlocking points and signals, but progress in the introduction of automatic instruments for signalling trains between stations was small, only 27 stations having been provided with these instruments. **Interlocking and block working.** App. 37.

## *Accidents.*

61. The accidents which occurred during the year 1901 compare as follows with those which occurred during the preceding four years: **Accidents.** App. 38.

| YEAR. | PASSENGERS. | | | | | | SERVANTS. | | | | | | OTHER PERSONS. | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | From accidents to trains, rolling-stock, permanent-way, etc. | | By accidents from other causes, including accidents from their own want of caution or misconduct. | | Total. | | From accidents to trains, rolling-stock, permanent-way, etc. | | By accidents from other causes, including accidents from their own want of caution or misconduct. | | Total. | | Whilst passing over railways at level crossings. | | Trespassers. | | Suicides. | | Miscellaneous, not included in preceding columns. | | Total. | | Total all classes. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| 1897 | 22 | 128 | 57 | 210 | 79 | 338 | 18 | 38 | 212 | 330 | 230 | 368 | 25 | 16 | 520 | 169 | 169 | 9 | 16 | 4 | 730 | 198 | 1,039 | 904 |
| 1898 | 6 | 66 | 63 | 188 | 69 | 254 | 23 | 62 | 174 | 309 | 197 | 371 | 26 | 9 | 428 | 139 | 88 | 8 | 11 | 18 | 553 | 174 | 819 | 799 |
| 1899 | 7 | 86 | 60 | 191 | 67 | 77 | 20 | 92 | 182 | 339 | 202 | 431 | 21 | 10 | 445 | 149 | 103 | 6 | 25 | 23 | 594 | 188 | 863 | 896 |
| 1900 | 14 | 85 | 83 | 258 | 97 | 343 | 21 | 84 | 236 | 384 | 257 | 468 | 32 | 17 | 698 | 236 | 164 | 8 | 17 | 35 | 911 | 296 | 1,265 | 1,106 |
| 1901 | 3 | 47 | 91 | 251 | 94 | 298 | 14 | 83 | 261 | 375 | 275 | 458 | 41 | 17 | 542 | 170 | 129 | 9 | 33 | 18 | 745 | 214 | 1,114 | 970 |

62. The following were the principal accidents: **Train accidents.**

**Eastern Bengal State railway.** On the 28th August, No. 15 up Assam mail train collided with a down ballast train at Teesta Junction station on the Kaunia-Dharlla section, owing to the former train having been allowed to enter whilst the latter was being shunted into a siding. One passenger and six railway servants were injured, and the rolling-stock was damaged.

On the 29th December, No. 15 up mail train collided with a down special goods train at Rungpore station on the Northern section, owing to the points having been wrongly set. Four passengers and three railway servants were injured and the rolling-stock and permanent-way damaged.

## Accidents.

East Indian railway.

On the 24th January, a collision occurred between Nos. 76 and 110 down goods trains at Bally Khal block hut, owing to the driver of the former train having entered against signals. The rolling-stock and permanent-way were damaged.

On the 27th January, the rear portion of a goods train consisting of 20 vehicles and a brake-van, which were uncoupled for the purpose of detaching 10 trucks from the train, ran back from Karmatar station into the Kaseetar catch siding, and, running through the buffer stop at the end of the siding, was completely wrecked. One railway servant was slightly injured.

On the 19th March, 18 wagons parted from the engine while being backed to the Lillooah workshops, owing to one of the side chains breaking, and, running into the carriage and wagon shop siding, collided with and set in motion wagons being repaired there, killing one railway servant and injuring another.

On the 24th March, a door of a third class carriage attached to an up passenger train caught fire between Mankur and Paraj stations, due, it is believed, to lighted ashes having been allowed to drop between the outer and inner casings. Seven passengers, becoming alarmed, jumped out of the same and adjoining compartments with the result that one was killed and six were injured.

On the 26th March, a fire broke out in four low-sided trucks loaded with grass attached to a special ballast train near Taljhari station. Sixteen coolies, two of whom subsequently died, jumped out of the train before it was stopped and were seriously injured.

On the 7th May, the engine trailing wheels, tender and 13 following vehicles of No. 5 up passenger train were derailed at mile 169¾, between Karmatar and Madhupur stations, owing to the permanent-way having been maliciously tampered with. One passenger was slightly injured and the rolling-stock and permanent-way were damaged.

On the 12th June, a collision occurred at mile 226⅞ between No. 2 down Punjab mail train and a loaded goods wagon, which had been blown out by a heavy storm of wind from the goods shed siding at Jhajha station. The wagon was derailed and badly damaged. The mail train was uninjured.

On the 28th July, a collision occurred between No. 90 down goods and No. 54 van goods trains, between Jhinjhak and Rura stations, owing to the guard of the former having stopped his train to shoot and the latter following on without the prescribed interval. One railway servant was seriously injured, and the rolling-stock considerably damaged.

On the 27th November, No. 4 down Bombay mail train was derailed at mile 181½, near Niwar station, owing to a broken rail. One railway servant was injured and the rolling-stock and permanent-way were damaged.

Great Indian Peninsula railway.

On the 4th June, a fire broke out at the Parel carriage workshops, Bombay, totally destroying 27 vehicles and scorching several others badly. The origin of the fire is unknown.

Indian Midland railway.

On the 1st January, a collision occurred between a down passenger train and some loaded goods wagons standing on the loop line at Banmor station, owing to the driver not having his train under proper control. Two passengers were injured and the rolling-stock was considerably damaged.

Madras railway.

On the 31st January, a collision occurred between Nos. 63-E and 8 goods trains at Tiruvallam station. Seven passengers and one railway servant were slightly injured and the rolling-stock was considerably damaged.

On the 11th April, a collision occurred between Nos. 37 mixed and 130 express goods trains at the north distant signal at Mamanduru station, owing to line clear having been given to the latter when the line was already occupied. One passenger and five railway servants were injured, and the rolling-stock was considerably damaged.

On the 15th August, a collision occurred between a local train and the rear brake-van of a mixed train which was standing at the up platform of Perambur station. Four passengers were slightly injured.

On the 25th March, a collision occurred between No. 52 down goods train and a heavy stone train at Shadara station, owing to the latter having entered the station against signals. Five passengers were injured, and two railway servants were killed and four injured. The rolling-stock and permanent-way were also considerably damaged.

**North Western State railway.**

On the 2nd January, a collision occurred between Nos. 66 down goods and 9 up mixed trains at Malhaur station, owing to the former having entered against signals. Nine passengers were slightly injured and the rolling-stock was damaged.

**Oudh and Rohilkhand State railway.**

On the 23rd March, a collision occurred between an up and a down special goods train at Gajraula station, owing to line clear having been wrongly given. Two railway servants were injured and the rolling-stock was considerably damaged.

On the 14th September, a goods special train parted, owing to the failure of the head stock of a covered goods wagon, resulting in the rear portion of the train running back on a down gradient through Panapakam station and colliding with No. 81 mixed train from Chendragiri. One railway servant was killed, and four passengers and eight railway servants were injured. The rolling-stock was considerably damaged.

**South Indian railway.**

## *Flood damages.*

63. The principal damages caused by floods were the following:

On the 26th June, the line between Shaistaganj and Itakhola was breached and washed away in several places, causing detention to traffic.

**Assam-Bengal railway.**

On the 10th September, the line between Lumding and Dimapur was breached in several places, and the through train service from Lumding suspended until the 25th idem.

Owing to exceptionally heavy rainfall during the month of September, several portions of the line between Lakhminia and Katareah were washed away and through passenger traffic was interrupted for two days. Owing to the same cause, the embankment, a mile east of Mansi station, was breached on the 9th September for a length of 250 feet. The line was restored on the 16th idem, when traffic was resumed.

**Bengal and North-Western railway.**

On the 8th July, at mile 437, near Kulunga station, a single arch bridge of 12-foot span, was completely carried away by floods. The cause of the breach was a local rainfall of about 8 inches in two hours. Traffic working was interrupted for four days.

**Bengal-Nagpur railway.**

On the 17th September, the ballast and low embankment between miles 394-16 and 395-2 were washed away by floods in the Tanbo Choung. Communication was restored on the following day.

**Burma railways.**

On the 21st September, the line was breached at mile 408·9 A, for a length of 90 feet. Through communication was restored on the 23rd idem.

On the 29th September, the line was breached at several places between miles 303 and 308, necessitating transhipment till the 1st October, when through communication was restored.

On the 4th October, 100 feet of the south approach of the bridge at mile 250·9 were washed away by a heavy flood in the Sinthe river. The break was crossed by transhipment from the 4th to the 12th October, when through communication was restored. Further breaches occurred at the same place on the 13th and 22nd, and trains could not pass for two days on the first, and for three days on the latter, occasion.

On the 16th October, an overflow of the Samon river undermined the bridge at mile 330-18 and destroyed both abutments, necessitating transhipment. Traffic was resumed on the 20th.

On the 26th June, an overflow of the Kosi river breached the Ancharaghat line in two places, flooding the road from mile 266-7. Passengers were transhipped in ferry boats until the 10th July, when traffic working was resumed. The line was again breached on the 8th August in three places and Ancharaghat abandoned. Through communication was restored on the 17th September.

**Eastern Bengal State railway.**

**Flood damages.**

On the 10th September, an 18-inch open top culvert was destroyed by a flood at mile 115-8, near Nandina, on the Mymensingh-Jamalpur-Jagannathganj railway. The culvert was filled up and traffic working resumed.

**Great Indian Peninsula railway.**

On the 14th August, owing to heavy rain, the down road subsided at mile 93¼, for a length of 100 feet, necessitating single line working between Ghoti and Padali on the Thull ghat until the 17th, when the road was restored.

On the 17th October, the engine and one ghat brake of No. 8 up goods train ran into a large quantity of rock, estimated at about 100 tons which had slipped on to the line, and were derailed at mile 72-30 on the Bhoreghat, fouling both down and up roads and necessitating the transhipment of passengers. The line was cleared on the following day.

**Howrah-Amta railway.**

On the 9th September, owing to exceptionally heavy floods in the Damoodur and Amta rivers, the line between Amta and Islampur was rendered unsafe for traffic; in consequence, all trains had to be terminated at and started from Islampur, and the train service was interrupted for seven days till the water subsided.

**Howrah-Sheakhala railway.**

From the 7th to the 9th September, owing to floods, all trains had to be terminated at and started from Moshat station. Through communication was restored on the 10th idem.

**Indian Midland railway.**

On the 13th August, owing to an exceptionally heavy rainfall, a landslip occurred at mile 166-4, near Mundra, on the Bina-Katni branch, completely blocking the line for about 100 feet. The break was crossed by transhipment from the 13th to 15th, when communication was restored.

**Nilgiri railway.**

On the 14th January, a bad landslip occurred at miles 11-1 and 11-2, necessitating transhipment. The line was cleared on the 18th January.

**North Western State railway.**

On the 5th May, the line between 417 and 419 miles was breached in several places. Through communication was restored on the morning of the 7th.

Owing to exceptionally heavy rainfall during the early part of May throughout the Upper Kabul River Valley, an overflow of the Kabul river undermined the foundations of one of the piers of the bridge at mile 1,092, consisting of 4 spans of 40-foot girders, carrying away two girders. A diversion was made and traffic working resumed on the 11th idem. Owing to the same cause, the Peshawar-Jamrud section was breached in two places and the causeways at the Bassai and Jam nullahs were undermined and destroyed.

On the 10th August, a landslip occurred at mile 473-11, Pishin section, when a large quantity of boulders and earth, estimated at about 30,000 cubic feet, fell on to the line. Considerable damage was done to the permanent-way. Through communication was restored on the 12th idem.

On the 22nd August, an overflow of the Jumna river considerably damaged the line between Sarsawa and Jagadhri, destroying the Nala bridge, 1 span of 50 feet, at mile 1,050. Traffic was resumed on the 2nd September.

**Oudh and Rohilkhand State railway.**

On the 20th August, owing to heavy rain, the Kotdwara branch was breached in eight places, necessitating transhipment until the 22nd August, when traffic working was resumed. The total extent of breaches on the line was as follows:—at miles 9-7—9-9, three breaches aggregating 300 feet; at miles 10-9—10-10, a breach of 175 feet; at miles 10-14—14-17, 695 feet; at miles 11-1—11-2, 125 feet; at miles 11-7—11-9, 330 feet; and at miles 12-2—12-6, 725 feet.

Owing to heavy rain from the 21st to the 24th August, the Hardwar-Dehra line was considerably damaged through landslips and washaways, causing interruption to traffic.

**South Indian railway.**

On the 10th December, owing to heavy rain, several portions of the Arkonam branch were washed away, and traffic working was interrupted till the morning of the 12th idem, when through communication was restored.

Railway staff.

On the 21st February, a breach took place at mile 272-16, between Mandya and Yeliyur stations, the bank behind the south abutment of the temporary bridge, for nearly 27 feet, being washed away. Through communication was restored the following morning.

Southern Mahratta railway.

On the 2nd May, the line was breached by floods at miles 234-19 and 234-20, between Bidadi and Closepet stations. Communication was restored the following day.

## *Railway staff.*

64. The following table shows the number of servants employed of the different races, European, Eurasian and Native:

Railway staff. App. 39.

| Year. | Europeans. | Eurasians. | Natives. | Total. |
|---|---|---|---|---|
| 1897 . | 4,793 | 6,902 | 284,800 | 296,495 |
| 1898 . | 4,967 | 6,936 | 296,700 | 308,603 |
| 1899 . | 5,292 | 7,393 | 329,089 | 341,774 |
| 1900 . | 5,229 | 7,364 | 337,383 | 349,976 |
| 1901 . | 5,489 | 8,182 | 356,766 | 370,437 |

65. Of the Europeans and Eurasians, the following number were enrolled as Volunteers:

Volunteer force. App. 40.

| Year. | Sergeant Instructors furnished by the Army. | Enrolled strength of Volunteers. | | | | | Total No. of European and Eurasian employees on railways. |
|---|---|---|---|---|---|---|---|
| | | Efficients. | | | Non-Efficients. | Total number of employees enrolled as Volunteers. | |
| | | Officers. | Non-Commissioned Officers. | Volunteers. | | | |
| 1897 . | 115 | 398 | 1,336 | 10,000 | 296 | 12,030* | 11,695 |
| 1898 . | 116 | 375 | 1,362 | 9,498 | 270 | 11,505* | 11,903 |
| 1899 . | 123 | 395 | 1,460 | 9,958 | 152 | 11,965* | 12,685 |
| 1900 . | 122 | 389 | 1,406 | 10,068 | 175 | 12,038* | 12,593 |
| 1901 . | 120 | 393 | 1,345 | 9,638 | 300 | 11,676 | 13,671 |

66. The Police force employed for the maintenance of law and order on railways and for the protection of railway property is provided by the Civil Department, the State bearing, except in the case of State lines worked by the State and the old Guaranteed railways, three-tenths and the railways paying seven-tenths of the expense incurred.

Police force. App. 41.

Owing to famine during 1900, there was a large increase in the number of thefts with a consequent increase in the claims for compensation, many of which were not satisfied till the following year, thus swelling the payments under this head in 1901.

67. There is a Provident Fund, in connection with every railway in India the object of which is to make some provision for employees against their retirement or for their families in the event of their dying while still in the service of the railway. The money in this fund cannot be attached by courts of law, nor can it be alienated or hypothecated by the employee. Every monthly paid employee, who is neither pensionable nor a menial servant, is obliged to be a member of this fund and is required to

Provident Fund. App. 39.

* These figures include non-railway employees enrolled in Railway Corps.

**Railway staff.**

subscribe monthly amounts varying on different railways but not exceeding 1-12th of his salary. At the close of the half-year, the railway distributes as bonus among the depositors a first contribution equal to one-half of such subscriptions, and a second contribution, if the earnings permit of this being done, not exceeding one-half of such subscriptions or one per cent. of net earnings. In the case of the more prosperous railways, the double contribution is now generally obtained by depositors.

The amount thus subscribed amounted at the end of 1901 to nearly 378 lakhs of rupees, the bonus paid by railways amounting to nearly 87 lakhs.

**Fine Fund.** App. 42.

68. Fines inflicted on, and bonus contributions to the Provident Fund forfeited by, employees are not credited to the revenues of the railway, but to what is known as the Fine Fund. The amounts thus withheld are shown in Appendix No. 42. On most of the railways the money goes back again to the employees in the shape of contributions to recreation clubs, schools and similar institutions and in the relief of families left in destitute circumstances.

**Schools.** App. 43.

69. On the larger railways, schools are provided and maintained at all centres where the number of children is large enough to justify the employment of the teaching staff. The fees charged are graduated so as not to press too heavily on the poorer employees. Government in the Educational Department allow a certain grant for every child who passes the tests prescribed and any deficit is made good from the revenues of the railway or from the Fine Fund. Where the number of employees is not large enough to justify the provision of a railway school, and there already exists a public or private school in the town, the schooling fees are borne wholly or in part by the railway.

The number attending school amounted, at the close of 1901, to 5,377 children and 3,581 apprentices and workmen, the contributions by Government amounting to Rs. 35,601; by the railways to Rs. 1,34,447; and by fees to Rs. 1,33,971.

The assistance thus given to employees is much appreciated, and a proper standard of education is ensured by the examination which is conducted yearly by the Government Inspectors of Schools before the grant can be drawn.

SIMLA;

*Dated 30th April 1902.*

A. BRERETON,

*Secretary to the Government of India,*
*Public Works Department,*
*Railways.*

# APPENDICES

of

# MILEAGE AND CAPITAL OUTLAY.

Appendix I,
List of Railways.

# APPENDIX I.

## *List of Railways comprising Railway System of India at the close of the Calendar year 1901, alphabetically arranged, with their lengths, the administrations by which worked, gauge and classification.*

(Referred to in paragraph 6 of Report.)

*N.B.*—For particulars of railways comprising each Railway Administration, see Appendix 2.

| Classification No. Main. | Sub. | Name of Railway. | Railway administration by which worked. | Date of first opening of any portion for traffic. | Gauge. | Length of Railway, in miles, open on 31st December 1901, under several heads of classification. State lines worked by agency of: State railway. | State lines worked by agency of: Company. | Guaranteed railway. | Assisted railway. | Lines owned by Native states and worked by agency of: Native state itself. | Lines owned by Native states and worked by agency of: Company. | Lines owned by Native states and worked by agency of: State railway. | Lines in foreign territory. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | **A.** | | | | | | | | | | | |
| 9 | (*i*) | Ahmedabad-Parántij | Bombay, Baroda and Central India Ry. Co. | 1-5-97 | 3′ 3⅜″ | ... | ... | ... | 54·70 | ... | ... | ... | ... |
| 8 | (*c*) | Amráoti | Great Indian Peninsula Ry. Co. | 16-2-71 | 5′ 6″ | ... | ... | ... | ... | ... | 5·72 | ... | ... |
| 14 | (*a*) | Assam-Bengal | Assam-Bengal Ry. Co. | 1-7-95 | 3′ 3⅜″ | ... | 589·21 | ... | ... | ... | ... | ... | ... |
| | | **B.** | | | | | | | | | | | |
| 26 | (*a*) | Bársi Light | Bársi Light Ry. Co. | 1-3-97 | 2′ 6″ | ... | ... | ... | 21·59 | ... | ... | ... | ... |
| 16 | (*a*) | Bengal and North-Western (Company's section). | Bengal and North-Western Ry. Co. | 2-4-84 | 3′ 3⅜″ | ... | ... | ... | 743·00 | ... | ... | ... | ... |
| 3 | (*a*) | Bengal Central | Bengal Central Ry. Co. | 16-10-82 | 5′ 6″ | ... | 125·01* | ... | ... | ... | ... | ... | ... |
| 12 | (*a*) | Bengal Dooars | Bengal Dooars Ry. Co. | 15-1-93 | 3′ 3⅜″ | ... | ... | ... | 36·40 | ... | ... | ... | ... |
| 12 | (*b*) | Bengal Dooars extensions | Bengal Dooars Ry. Co. | 20-4-00 | 3′ 3⅜″ | ... | ... | ... | 74·30 | ... | ... | ... | ... |
| 4 | (*a*) | Bengal-Nágpur | Bengal-Nágpur Ry. Co. | 2-11-86 | 5′ 6″ | ... | 1,552·98 | ... | ... | ... | ... | ... | ... |
| 10 | (*b*) | Bezwada extension | Nizam's Guaranteed State Ry. Co. | 10-2-89 | 5′ 6″ | ... | 20·58 | ... | ... | ... | ... | ... | ... |
| 20 | (*a*) | Bhávnagar-Gondal-Junágad-Porbandar. | Bhávnagar - Gondal-Junágad - Porbandar Ry. Co. | 20-12-80 | 3′ 3⅜″ | ... | ... | ... | ... | 333·84 | ... | ... | ... |
| 8 | (*g*) | Bhopal-Itársi (British section). | Great Indian Peninsula Ry. Co. | 1-6-82 | 5′ 6″ | ... | 13·11 | ... | ... | ... | ... | ... | ... |
| | | Bhopal-Itársi (Native state section). | | | | ... | ... | ... | ... | ... | 44·28 | ... | ... |
| 8 | (*f*) | Bhopal-Ujjain | Great Indian Peninsula Ry. Co. | 11-11-95 | 5′ 6″ | ... | ... | ... | ... | ... | 113·27 | ... | ... |
| 18 | (*b*) | Bikaner | Johpur-Bikaner Ry. | 9-12-91 | 3′ 3⅜″ | ... | ... | ... | ... | 157·35 | ... | ... | ... |
| 8 | (*e*) | Bina-Goona-Bárán | Great Indian Peninsula Ry. Co. | 23-9-95 | 5′ 6″ | ... | ... | ... | ... | ... | 145·59 | ... | ... |
| 21 | (*e*) | Birur-Shimoga | Southern Mahratta Ry. Co. | 1-12-99 | 3′ 3⅜″ | ... | ... | ... | ... | ... | 37·92 | ... | ... |
| 9 | (*a*) | Bombay, Baroda and Central India. | Bombay, Baroda and Central India Ry. Co. | 10-2-60 | 5′ 6″ | ... | ... | 460·90 | ... | ... | ... | ... | ... |
| 2 | (*c*) | Brahmaputra-Sultanpur | Eastern Bengal State Ry. | 1-4-99 | 3′ 3⅜″ | ... | ... | ... | 59·19 | ... | ... | ... | ... |
| 24 | (*a*) | Burma | Burma Railways Co. | 2-5-77 | 3′ 3⅜″ | ... | 1,177·70 | ... | ... | ... | ... | ... | ... |
| | | **C.** | | | | | | | | | | | |
| 5 | (*a*) | Calcutta Port Commissioners'. | Calcutta Port Commissioners' Ry. | 1-11-75 | 5′ 6″ | ... | ... | ... | 7·65 | ... | ... | ... | ... |
| 6 | (*c*) | Cawnpore-Burhwál (metre gauge link). | Oudh and Rohilkhand State Ry. | 24-11-96 | 3′ 3⅜″ | 79·60 | ... | ... | ... | ... | ... | ... | ... |
| 2 | (*e*) | Cooch Behar | Eastern Bengal State Ry. | 15-9-93 | 2′ 6″ | ... | ... | ... | ... | ... | ... | 33·78 | ... |
| | | **D.** | | | | | | | | | | | |
| 7 | (*g*) | Dandot Light | North Western State Ry. | 5-7-89 | 2′ 0″ | 6·18 | ... | ... | ... | ... | ... | ... | ... |
| 30 | (*a*) | Darjeeling-Himalayan | Darjeeling-Himalayan Ry. Co. | 23-8-80 | 2′ 0″ | ... | ... | ... | 51·00 | ... | ... | ... | ... |
| 1 | (*b*) | Delhi-Umballa-Kalka | East Indian Ry. Co. | 1-3-91 | 5′ 6″ | ... | ... | ... | 162·24 | ... | ... | ... | ... |
| 15 | (*a*) | Deoghur | Deoghur Ry. Co. | 23-12-82 | 3′ 3⅜″ | ... | ... | ... | 4·79 | ... | ... | ... | ... |
| | | | | Carried over | | 85·78 | 3,478·59 | 460·90 | 1,214·86 | 491·19 | 346·78 | 33·78 | ... |

* Although for convenience classed amongst State lines, this line is the property of the Bengal Central Railway Company.

# APPENDIX 1—*contd.*

## *List of Railways comprising Railway System of India at the close of the Calendar year 1901, alphabetically arranged, with their lengths, the administrations by which worked, gauge and classification.*

(Referred to in paragraph 6 of Report.)

*N.B.*—For particulars of railways comprising each Railway Administration, see Appendix 2.

| Classification No. | | Name of Railway. | Railway administration by which worked. | Date of first opening of any portion for traffic. | Gauge. | Length of railway, in miles, open on 31st December 1901, under several heads of classification. | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | State lines worked by agency of | | Guaranteed railway. | Assisted railway | Lines owned by Native states and worked by agency of | | | Lines in foreign territory. |
| Main. | Sub. | | | | | State railway. | Company. | | | Native state itself. | Company. | State railway. | |
| | | | | Brought forward | | 85·78 | 3,478·59 | 460·90 | 1,214·86 | 491·19 | 346·78 | 33·78 | ... |
| | | **D.**—*concld.* | | | | | | | | | | | |
| 20 | (*d*) | Dhrángadrá . . . | Bhávnagar-Gondal-Junágad-Porbandar Ry. Co. | 1-6-98 | 3′ 3⅜″ | ... | ... | ... | ... | 20·83 | ... | ... | ... |
| 13 | (*a*) | Dibru-Sadiya . . . | Dibru-Sadiya Ry. Co. | 16-7-83 | 3′ 3⅜″ | ... | ... | ... | 77·50 | ... | ... | ... | ... |
| | | **E.** | | | | | | | | | | | |
| | | Eastern Bengal State— | | | | | | | | | | | |
| 2 | (*a*) | Southern and Eastern sections. | Eastern Bengal State Ry. | 2-1-62 | 5′ 6″ | 268·04 | ... | ... | ... | ... | ... | ... | ... |
| 2 | (*b*) | Northern and Behar sections. | | 28-8-77 | 3′ 3⅜″ | 458·59 | ... | ... | ... | ... | ... | ... | ... |
| | | Kaunia-Dharlla branch and Santrabari extension. | | 18-7-81 | 2′ 6″ | 41·84 | ... | ... | ... | ... | ... | ... | ... |
| | | Dacca section . . | | 4-1-85 | 3′ 3⅜″ | 85·92 | ... | ... | ... | ... | ... | ... | ... |
| 1 | (*a*) | East Indian . . . | East Indian Ry. Co. | 15-8-54 | 5′ 6″ | ... | 1,888·04 | ... | ... | ... | ... | ... | ... |
| | | **G.** | | | | | | | | | | | |
| 9 | (*k*) | Gaekwar's Dabhoi . . | Bombay, Baroda and Central India Ry. Co. | 8-4-73 | 2′ 6″ | ... | ... | ... | ... | ... | 78·80 | ... | ... |
| 9 | (*h*) | Gaekwar's Mehsána . | | 21-3-87 | 3′ 3⅜″ | ... | ... | ... | ... | ... | 92·63 | ... | ... |
| 9 | (*f*) | Godhra-Ratlam-Nágdá . | | 16-1-93 | 5′ 6″ | ... | 141·14 | ... | ... | ... | ... | ... | ... |
| 8 | (*a*) | Great Indian Peninsula . | Great Indian Peninsula Ry. Co, | 18-4-53 | 5′ 6″ | ... | 1,548·27 | ... | ... | ... | ... | ... | ... |
| 21 | (*c*) | Guntakal-Mysore frontier | Southern Mahratta Ry. Co. | 1-3-92 | 3′ 3⅜″ | ... | 119·50 | ... | ... | ... | ... | ... | ... |
| 8 | (*h*) | Gwalior Light . . | Great Indian Peninsula Ry. Co. | 2-12-99 | 2′ 0″ | ... | ... | ... | ... | ... | 126·14 | ... | ... |
| | | **H.** | | | | | | | | | | | |
| 6 | (*b*) | Hardwar-Dehra . . | Oudh and Rohilkhand State Ry. | 1-3-00 | 5′ 6″ | ... | ... | ... | 32·04 | ... | ... | ... | ... |
| 21 | (*d*) | Hindupur (Yesvantpur-Mysore frontier). | Southern Mahratta Ry. Co. | 15-12-92 | 3′ 3⅜″ | ... | ... | ... | ... | ... | 51·35 | ... | ... |
| 31 | (*a*) | Howrah-Amta . . . | Howrah-Amta Ry. Co. | 1-7-97 | 2′ 0″ | ... | ... | ... | 28·69 | ... | ... | ... | ... |
| 32 | (*a*) | Howrah-Sheakhala . | Howrah-Sheakhala Ry. Co. | 2-8-97 | 2′ 0″ | ... | ... | ... | 19·75 | ... | ... | ... | ... |
| 10 | (*c*) | Hyderabad-Gódávari Valley. | Nizam's Guaranteed State Ry. Co. | 21-10-99 | 3′ 3⅜″ | ... | ... | ... | ... | ... | 391·42 | ... | ... |
| | | **I.** | | | | | | | | | | | |
| 8 | (*d*) | Indian Midland . . | Great Indian Peninsula Ry. Co. | 10-1-78 | 5′ 6″ | ... | 796·25 | ... | ... | ... | ... | ... | ... |
| | | | | Carried over . | | 940·17 | 7,921·79 | 460·90 | 1,372·84 | 512·02 | 1,087·12 | 33·78 | ... |

P. T. O.

Appendix I.
List of Railways.

# APPENDIX I—*contd.*

## *List of Railways comprising Railway System of India at the close of the Calendar year 1901, alphabetically arranged, with their lengths, the administrations by which worked, gauge and classification.*

(Referred to in paragraph 6 of Report.)

*N.B.*—For particulars of railways comprising each Railway Administration, see Appendix 2.

| Classification No. Main. | Sub. | Name of Railway. | Railway administration by which worked. | Date of first opening of any portion for traffic. | Gauge. | Length of Railway, in miles, open on 31st December 1901, under several heads of classification. State lines worked by agency of: State railway. | Company. | Guaranteed railway. | Assisted railway. | Lines owned by Native states and worked by agency of: Native state itself. | Company. | State railway. | Lines in foreign territory. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Brought forward | | 940·17 | 7,921·79 | 460·90 | 1,372·84 | 512·02 | 1,087·12 | 33·78 | ... |
| | | **J.** | | | | | | | | | | | |
| 7 | (d) | Jammu and Kashmir (Native state section). | North Western State Ry. | 15-3-90 | 5′ 6″ | ... | ... | ... | ... | ... | ... | 15·92 | ... |
| 20 | (b) | Jámnagar | Bhávnagar-Gondal-Junágad-Porbándar Ry. Co. | 8-4-97 | 3′ 3⅜″ | ... | ... | ... | ... | 54·28 | ... | ... | ... |
| 20 | (c) | Jetalsar-Rájkot | Bhávnagar-Gondal-Junágad-Porbándar Ry. Co. | 12-4-93 | 3′ 3⅜″ | ... | ... | ... | ... | 46·23 | ... | ... | ... |
| 18 | (a) | Jodhpur | Jodhpur-Bikaner Ry. | 24-6-82 | 3′ 3⅜″ | ... | ... | ... | ... | 454·94 | ... | ... | ... |
| 18 | (c) | Jodhpur-Hyderabad (British section). | Jodhpur-Bikaner Ry. | 18-8-92 | 3′ 3⅜″ | ... | 123·98 | ... | ... | ... | ... | ... | ... |
| 33 | (a) | Jorhát | Jorhát State Ry. | 15-12-84 | 2′ 0″ | 39·25 | ... | ... | ... | ... | ... | ... | ... |
| | | **K.** | | | | | | | | | | | |
| 23 | (c) | Káraikkal-Peralam | South Indian Ry. Co. | 14-8-98 | 3′ 3⅜″ | ... | ... | ... | ... | ... | ... | ... | 14·65 |
| 8 | (b) | Khamgáon | Great Indian Peninsula Ry. Co. | 4-8-70 | 5′ 6″ | ... | ... | ... | ... | ... | 7·89 | ... | ... |
| 11 | (c) | Kolar Gold-fields | Madras Ry. Co. | 1-6-94 | 5′ 6″ | ... | ... | ... | ... | ... | 9·88 | ... | ... |
| 21 | (f) | Kolhápur | Southern Mahratta Ry. Co. | 21-4-91 | 3′ 3⅜″ | ... | ... | ... | ... | ... | 29·27 | ... | ... |
| | | **L.** | | | | | | | | | | | |
| 13 | (b) | Ledo and Tikak-Margherita Colliery. | Dibru-Sadiya Ry. Co. | 17-2-84 | 3′ 3⅜″ | ... | ... | ... | 11·00 | ... | ... | ... | ... |
| 17 | (b) | Lucknow-Bareilly | Rohilkund and Kumaon Ry. Co. | 12-10-84 | 3′ 3⅜″ | ... | 231·17 | ... | ... | ... | ... | ... | ... |
| 7 | (e) | Ludhiána-Dhuri-Jakhal | North Western State Ry. | 10-4-01 | 5′ 6″ | ... | ... | ... | ... | ... | ... | 78·66 | ... |
| | | **M.** | | | | | | | | | | | |
| 11 | (a) | Madras | Madras Ry. Co. | 1-7-56 | 5′ 6″ | ... | ... | 873·17 | ... | ... | ... | ... | ... |
| 11 | (b) | Madras (North-East line) | Madras Ry. Co. | 20-2-93 | 5′ 6″ | ... | 497·22 | ... | ... | ... | ... | ... | ... |
| 25 | (a) | Morvi | Morvi Ry. | 11-3-86 | 2′ 6″ | ... | ... | ... | ... | 94·36 | ... | ... | ... |
| 2 | (d) | Mymensingh-Jamálpur-Jagannáthganj. | Eastern Bengal State Ry. | 15-10-98 | 3′ 3⅜″ | ... | ... | ... | 53·37 | ... | ... | ... | ... |
| 21 | (g) | Mysore-Nanjangúd | Southern Mahratta Ry. Co. | 1-12-91 | 3′ 3⅜″ | ... | ... | ... | ... | ... | 15·66 | ... | ... |
| 21 | (b) | Mysore section (Southern Mahratta). | Southern Mahratta Ry. Co. | 1-2-81 | 3′ 3⅜″ | ... | 296·36 | ... | ... | ... | ... | ... | ... |
| | | **N.** | | | | | | | | | | | |
| 9 | (c) | Nágdá-Ujjain | Bombay, Baroda and Central India Ry. Co. | 15-7-96 | 5′ 6″ | ... | ... | ... | ... | ... | 34·32 | ... | ... |
| 11 | (d) | Nilgiri | Madras Ry Co. | 15-6-99 | 3′ 3⅜″ | ... | ... | ... | 16·90 | ... | ... | ... | ... |
| 10 | (a) | Nizam's Guaranteed State | Nizam's Guaranteed State Ry. Co. | 9-10-74 | 5′ 6″ | ... | ... | ... | ... | ... | 330·13 | ... | ... |
| 7 | (a) | North Western State | North Western State Ry. | 13-5-61 | 5′ 6″ | 3,077·12 | ... | ... | ... | ... | ... | ... | ... |
| 7 | (f) | Nowshera-Durgai | North Western State Ry. | 1-1-01 | 2′ 6″ | 40·25 | ... | ... | ... | ... | ... | ... | ... |
| | | **O.** | | | | | | | | | | | |
| 6 | (a) | Oudh and Rohilkhand State | Oudh and Rohilkhand State Ry. | 22-12-62 | 5′ 6″ | 1,037·53 | ... | ... | ... | ... | ... | ... | ... |
| | | | | Carried over | | 5,125·32 | 9,070·52 | 1,334·07 | 1,454·11 | 1,161·88 | 1,514·27 | 128·36 | 14·65 |

# APPENDIX I—*concld.*

Appendix I.
List of Railways.

## *List of Railways comprising Railway System of India at the close of the Calendar year 1901, alphabetically arranged, with their lengths, the administrations by which worked, gauge and classification.*

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*N.B.*—For particulars of railways comprising each Railway Administration, see Appendix 2.

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | State lines worked by agency of | | Guaranteed railway. | Assisted railway. | Lines owned by Native states and worked by agency of | | | Lines in foreign territory. |
| Main. | Sub. | | | | | State railway. | Company. | | | Native state itself. | Company. | State railway. | |
| | | | | Brought forward . | | 5,125·32 | 9,070·52 | 1,334·07 | 1,454·11 | 1,161·83 | 1,514·27 | 128·36 | 14·65 |
| | | **P.** | | | | | | | | | | | |
| 9 | (*j*) | Pálanpur-Deesa . . | Bombay, Baroda and Central India Ry. Co. | 8-11-93 | 3′ 3⅜″ | ... | 17·28 | ... | ... | ... | ... | ... | ... |
| 4 | (*c*) | Parlakimedi Light . . | Bengal-Nágpur Ry. Co. | 22-4-01 | 2′ 6″ | ... | ... | ... | 25·00 | ... | ... | ... | ... |
| 9 | (*d*) | Petlád-Cambay (Ánand-Tarapur section). | Bombay, Baroda and Central India Ry. Co. | 5-5-90 | 5′ 6″ | ... | ... | ... | ... | ... | 21·50 | ... | ... |
| 9 | (*e*) | Petlád-Cambay (Tarapur-Cambay section). | Bombay, Baroda and Central India Ry. Co. | 20-6-01 | 5′ 6″ | ... | ... | ... | ... | ... | 10·92 | ... | ... |
| 24 | (*d*) | Pondicherry . . . | South Indian Ry. Co. . | 15-12-79 | 3′ 3⅜″ | ... | ... | ... | ... | ... | ... | ... | 7·85 |
| 17 | (*c*) | Powayan Light . . | Rohilkund and Kumaon Ry. Co. | 17-6-90 | 2′ 6″ | ... | ... | ... | 39·50 | ... | ... | ... | ... |
| | | **R.** | | | | | | | | | | | |
| 4 | (*b*) | Raipur-Dhamtari branch | Bengal-Nágpur Ry. Co. | 10-9-00 | 2′ 6″ | ... | 56·24 | ... | ... | ... | ... | ... | ... |
| 9 | (*l*) | Rajpipla . . . . . | Bombay, Baroda and Central India Ry. Co. | 1-7-97 | 2′ 6″ | ... | ... | ... | ... | ... | 37·37 | ... | ... |
| 7 | (*c*) | Rájpura-Bhátinda . . | North Western State Ry. | 1-11-84 | 5′ 6″ | ... | ... | ... | ... | ... | ... | 107·05 | ... |
| 9 | (*g*) | Rajputana-Malwa . . | Bombay, Baroda and Central India Ry. Co. | 14-2-73 | 3′ 3⅜″ | ... | 1,648·36 | ... | ... | ... | ... | ... | ... |
| 28 | (*a*) | Ránaghat-Krishnagar . | Ránaghat-Krishnagar Light Ry. Co. | 5-4-99 | 2′ 6″ | ... | ... | ... | 20·25 | ... | ... | ... | ... |
| 17 | (*a*) | Rohilkund and Kumaon | Rohilkund and Kumaon Ry. Co. | 12-10-84 | 3′ 3⅜″ | ... | ... | ... | 53·92 | ... | ... | ... | ... |
| | | **S.** | | | | | | | | | | | |
| 16 | (*c*) | Sagauli-Raxaul . . | Bengal and North-Western Ry. Co. | 1-3-99 | 3′ 3⅜″ | ... | ... | ... | 18·09 | ... | ... | ... | ... |
| 1 | (*c*) | South Behar . . . | East Indian Ry. Co. . | 5-7-99 | 5′ 6″ | ... | ... | ... | 78·76 | ... | ... | ... | ... |
| 23 | (*a*) | South Indian . . . | South Indian Ry. Co. . | 15-7-61 | 3′ 3⅜″ | ... | 1,033·63 | ... | ... | ... | ... | ... | ... |
| 21 | (*a*) | Southern Mahratta . . | Southern Mahratta Ry. Co. | 24-3-84 | 3′ 3⅜″ | ... | 1,042·04 | ... | ... | ... | ... | ... | ... |
| 7 | (*b*) | Southern Punjab . . | North Western State Ry. | 1-2-99 | 5′ 6″ | ... | ... | ... | 423·93 | ... | ... | ... | ... |
| | | **T.** | | | | | | | | | | | |
| 23 | (*b*) | Tanjore District Board (Máyavaram-Mutupet). | South Indian Ry. Co. . | 2-4-94 | 3′ 3⅜″ | ... | 54·08 | ... | ... | ... | ... | ... | ... |
| 9 | (*b*) | Tápti Valley . . . . | Bombay, Baroda and Central India Ry. Co. | 1-12-98 | 5′ 6″ | ... | ... | ... | 155·48 | ... | ... | ... | ... |
| 27 | (*a*) | Tárakeshwar-Magra . | Bengal Provincial Ry. Co. | 7-11-94 | 2′ 6″ | ... | ... | ... | 31·12 | ... | ... | ... | ... |
| 1 | (*d*) | Tarkessur . . . . | East Indian Ry. Co. . | 1-1-85 | 5′ 6″ | ... | ... | ... | 22·23 | ... | ... | ... | ... |
| 29 | (*a*) | Tezpur-Bálipara . . | Tezpur-Bálipara Ry. Co. | 9-8-94 | 2′ 6″ | ... | ... | ... | 20·10 | ... | ... | ... | ... |
| 34 | (*a*) | Thatôn-Duyinzaik Light | Thatôn-Duyinzaik Light Ry. Co. | 11-2-85 | 2′ 6″ | ... | ... | ... | 7·76 | ... | ... | ... | ... |
| 16 | (*b*) | Tirhoot State . . | Bengal and North-Western Ry. Co. | 1-11-75 | 3′ 3⅜″ | ... | 519·10 | ... | ... | ... | ... | ... | ... |
| | | **U.** | | | | | | | | | | | |
| 19 | (*a*) | Udaipur-Chitor . . | Udaipur-Chitor Ry. . | 1-8-95 | 3′ 3⅜″ | ... | ... | ... | ... | 67·30 | ... | ... | ... |
| | | **W.** | | | | | | | | | | | |
| 22 | (*a*) | West of India Portuguese | West of India Portuguese Ry. Co. | 17-1-87 | 3′ 3⅜″ | ... | ... | ... | ... | ... | ... | ... | 51·11 |
| | | Total railway mileage open in India and Burma on the 31st December 1901 | | | | 5,125·32 | 13,441·25 | 1,334·07 | 2,350·25 | 1,229·13 | 1,584·06 | 235·41 | 75·61 |

# APPENDIX 2.

## *Railways worked by each Railway Administration at the close of the Calendar year 1901.*

For mileage added during 1901, see Appendix 3 ; and for mileage sanctioned for construction, see Appendix 5.

(Referred to in paragraph 6 of Report.)

| Classification No. | | Railway administration by which worked. | Name of railway. | Length of line open on 31st December 1901. | | | | Total of each gauge under the administration. | | | | Grand total mileage of railways worked by the administration. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Main. | Sub. | | | 5′ 6″ | 3′ 3⅜″ | 2′ 6″ | 2′ 0″ | 5′ 6″ | 3′ 3⅜″ | 2′ 6″ | 2′ 0″ | |
| 1 | (a) | East Indian (E. I.) | East Indian | *1,838·04 | ... | ... | ... | | | | | |
| | (b) | | Delhi-Umballa-Kalka | 162·24 | ... | ... | ... | | | | | |
| | (c) | | South-Behar | 78·76 | ... | ... | ... | | | | | |
| | (d) | | Tarkessur | 22·23 | ... | ... | ... | 2,101·27 | ... | ... | ... | 2,101·27 |
| 2 | (a) | Eastern Bengal State (E. B. S.) | Eastern Bengal State | †268·04 | ... | ... | ... | | | | | |
| | (b) | | Eastern Bengal State | ... | 544·51 | 41·84 | ... | | | | | |
| | (c) | | Brahmaputra-Sultanpur | ... | 59·19 | ... | ... | | | | | |
| | (d) | | Mymensingh-Jamálpur-Jagannathganj. | ... | 53·37 | ... | ... | | | | | |
| | (e) | | Cooch Behar | ... | ... | 33·78 | ... | 268·04 | 657·07 | 75·62 | ... | 1,000·73 |
| 3 | (a) | Bengal Central (B. C.) | Bengal Central | 125·01 | ... | ... | ... | 125·01 | ... | ... | ... | 125·01 |
| 4 | (a) | Bengal-Nágpur (B. N.) | Bengal-Nágpur | ‡1,552·98 | ... | ... | ... | | | | | |
| | (b) | | Raipur-Dhamtari | ... | ... | 56·24 | ... | | | | | |
| | (c) | | Parlakimedi Light | ... | ... | 25·00 | ... | 1,552·98 | ... | 81·24 | ... | 1,634·22 |
| 5 | (a) | Calcutta Port Commissioners' (P. T.) | Calcutta Port Commissioners'. | §7·65 | ... | ... | ... | 7·65 | ... | ... | ... | 7·65 |
| 6 | (a) | Oudh and Rohilkhand State (O. & R.) | Oudh and Rohilkhand State | 1,037·53 | ... | ... | ... | | | | | |
| | (b) | | Hardwar-Dehra | 32·04 | ... | ... | ... | | | | | |
| | (c) | | Cawnpore-Burhwal (metre gauge link). | ... | ‖79·60 | ... | ... | 1,069·57 | 79·60 | ... | ... | 1,149·17 |
| 7 | (a) | North Western State (N. W.) | North Western State | **†† 3,077·12 | ... | ... | ... | | | | | |
| | (b) | | Southern Punjab | 423·93 | ... | ... | .. | | | | | |
| | (c) | | Rájpura-Bhátinda | 107·05 | ... | ... | ... | | | | | |
| | (d) | | Jammu and Kashmir (Native state section). | 15·92 | ... | ... | ... | | | | | |
| | (e) | | Ludhiána-Dhuri-Jakhal | 78·66 | ... | ... | ... | | | | | |
| | (f) | | Nowshera-Durgai | ... | ... | 40·25 | ... | | | | | |
| | (g) | | Dandot Light | ... | ... | ... | 6·18 | 3,702·68 | ... | 40·25 | 6·18 | 3,749·11 |
| | | | Carried over | | | | | 8,827·20 | 736·67 | 197·11 | 6·18 | 9,767·16 |

* From Howrah to Moghal Sarai, 470·02 miles, the Hooghly bridge branch, 4·22 miles, and Sitarampur to Barakar, 9·76 miles, are laid with double track.

† From Calcutta to Poradaha, 102·47 miles, Canal Junction to Chitpore, 1·88 miles, and Calcutta (Sealdah) to Dock Junction, 7·86 miles, are laid with double track.

‡ Including 16·75 miles laid with double track.

§ Including 1·49 miles laid with double track.

‖ Excluding 3·66 miles, Aishbagh to Daliganj, laid on a mixed gauge.

** Including 5·63 miles military lines not used for public traffic and 26·28 miles of mixed gauge mileage between Bhátinda and Kot Kapura.

†† From Kiámári to Kotri, 108·00 miles, Mean Meer East to Mean Meer West, 2·13 miles, Gulistan to Chaman, 36·82 miles, and Ab-i-Gum to Kolpur, 23·54 miles, are laid with double track.

# APPENDIX 2—*contd.*



## *Railways worked by each Railway Administration at the close of the Calendar year 1901.*

For mileage added during 1901, see Appendix 3; and for mileage sanctioned for construction, see Appendix 5.

(Referred to in paragraph 6 of Report.)

| Classification No. | | Railway administration by which worked. | Name of railway. | Length of line open on 31st December 1901. | | | | Total of each gauge under the administration. | | | | Grand total mileage of railways worked by the administration. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Main. | Sub. | | | 5′ 6″ | 3′ 3⅜″ | 2′ 6″ | 2′ 0″ | 5′ 6″ | 3′ 3⅜″ | 2′ 6″ | 2′ 0″ | |
| | | | Brought forward . | | | | | 8,827·20 | 736·67 | 197·11 | 6·18 | 9,767·16 |
| 8 | (a) | Great Indian Peninsula (G. I. P.) | Great Indian Peninsula . | *1,548·27 | ... | ... | ... | | | | | |
| | (b) | | Khámgaon . . . | 7·89 | ... | ... | ... | | | | | |
| | (c) | | Amráoti . . . . | 5·72 | ... | ... | ... | | | | | |
| | (d) | | Indian Midland (I. M.) . | 796·25 | ... | ... | ... | | | | | |
| | (e) | | Bína-Goona-Bárán . . | 145·59 | ... | ... | ... | | | | | |
| | (f) | | Bhopal-Ujjain . . . | 113·27 | ... | ... | ... | | | | | |
| | (g) | | Bhopal-Itársi . . . | 57·39 | ... | ... | ... | | | | | |
| | (h) | | Gwalior Light . . . | ... | ... | ... | 126·14 | 2,674·38 | ... | ... | 126·14 | 2,800·52 |
| 9 | (a) | Bombay, Baroda and Central India (B., B. & C. I.) | Bombay, Baroda and Central India. | †460·90 | ... | ... | ... | | | | | |
| | (b) | | Tápti Valley . . . | 155·48 | ... | ... | ... | | | | | |
| | (c) | | Nágdá-Ujjain . . . | 34·32 | ... | ... | ... | | | | | |
| | (d) | | Petlád-Cambay (Ánand-Tarapur section). | 21·50 | ... | ... | ... | | | | | |
| | (e) | | Petlad-Cambay (Tarapur-Cambay section). | 10·92 | ... | ... | ... | | | | | |
| | (f) | | Godhra-Rutlam-Nágdá . | 141·14 | ... | ... | ... | | | | | |
| | (g) | | Rajputana-Malwa (R. M.) . | ... | ‡§ 1,648·36 | ... | ... | | | | | |
| | (h) | | Gaekwar's Mehsána . | ... | 92·63 | ... | ... | | | | | |
| | (i) | | Ahmedabad-Paránij . . | ... | 54·70 | ... | ... | | | | | |
| | (j) | | Pálanpur-Deesa . . . | ... | 17·28 | ... | ... | | | | | |
| | (k) | | Gaekwar's Dabhoi . . | ... | ... | 78·80 | ... | | | | | |
| | (l) | | Rajpipla . . . . | ... | ... | 37·37 | ... | 824·26 | 1,812·97 | 116·17 | ... | 2,753·40 |
| 10 | (a) | H. H. Nizam's Guaranteed State (N. G. S.) | H. H. Nizam's Guaranteed State. | 330·13 | ... | ... | ... | | | | | |
| | (b) | | Bezwada extension . . | 20·58 | ... | ... | ... | | | | | |
| | (c) | | Hyderabad-Gódávari Valley | ... | 391·42 | ... | ... | 350·71 | 391·42 | ... | ... | 742·13 |
| 11 | (a) | Madras (M.) . . . | Madras . . . . | ‖873·17 | ... | ... | ... | | | | | |
| | (b) | | Madras (North-East line) . | ¶497·22 | ... | ... | ... | | | | | |
| | (c) | | Kolar Gold-fields . . | 9·88 | ... | ... | ... | | | | | |
| | (d) | | Nilgiri (N.) . . . . | ... | 16·90 | ... | ... | 1,380·27 | 16·90 | ... | ... | 1,397·17 |
| 12 | (a) | Bengal-Dooars (B. D.) | Bengal-Dooars . . . | ... | 36·40 | ... | ... | | | | | |
| | (b) | | Bengal-Dooars extensions . | ... | 74·30 | ... | ... | ... | 110·70 | ... | ... | 110·70 |
| 13 | (a) | Dibru-Sadiya (D. S.) | Dibru-Sadiya . . . | ... | 77·50 | ... | ... | | | | | |
| | (b) | | Ledo and Tikak-Margherita Colliery. | ... | 11·00 | ... | ... | ... | 88·50 | ... | ... | 88·50 |
| | | | Carried over . | | | | | 14,056·82 | 3,157·16 | 313·28 | 132·32 | 17,659·58 |

* From Bombay (Victoria terminus) to Khandwa, 353·14 miles, Kalyan to Lonávla, 46·42 miles, and Bhusával to Shegaon, 62·37 miles, are laid with double track.

† From Bombay (Colába) to Daman Road, 108·34 miles, and Sachin to Ahmedabad, 94·22 miles, are laid with double track.

‡ Including 26·28 miles of mixed gauge mileage between Bhátinda and Kot Kápura.

§ From Agra Fort to Agra Cantonment, 1·14 miles, are laid with double track.

‖ From Madras to Arkónam, 42·42 miles, and Washermenpet to Veyasarpandy, 1 mile, are laid with double track.

¶ Including 2·66 miles laid on a mixed gauge and 0·31 mile on the 3′ 3⅜″ gauge and 4·24 miles laid with double track.

P. T. O.

**Appendix 2.**
Railway systems.

# APPENDIX 2—*contd.*

## *Railways worked by each Railway Administration at the close of the Calendar year 1901.*

For mileage added during 1901, see Appendix 3; and for mileage sanctioned for construction, see Appendix 5.

(Referred to in paragraph 6 of Report.)

| Classification No. | | Railway administration by which worked. | Name of railway. | Length of line open on 31st December 1901. | | | | Total of each gauge under the administration. | | | | Grand total mileage of railways worked by the administration. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Main. | Sub. | | | 5′ 6″ | 3′ 3⅜″ | 2′ 6″ | 2′ 0″ | 5′ 6″ | 3′ 3⅜″ | 2′ 6″ | 2′ 0″ | |
| | | | Brought forward . | | | | | 14,056·82 | 3,157·16 | 313·28 | 132·32 | 17,659·58 |
| 14 | (a) | Assam-Bengal (A. B.) . | Assam-Bengal . . . | ... | 589·21 | ... | ... | ... | 589·21 | ... | ... | 589·21 |
| 15 | (a) | Deoghur (D.) . . | Deoghur . . . . | ... | 4·79 | ... | ... | ... | 4·79 | ... | ... | 4·79 |
| 16 | (a) | Bengal and North-Western (B. & N. W.) | Bengal and North-Western | ... | 743·00 | ... | ... | | | | | |
| | (b) | | Tirhoot State . . . | ... | 519·10 | ... | ... | | | | | |
| | (c) | | Sagauli-Raxaul . . . | ... | 18·09 | ... | ... | ... | 1,280·19 | ... | ... | 1,280·19 |
| 17 | (a) | Rohilkund and Kumaon (R. & K.) | Rohilkund and Kumaon . | ... | 53·92 | ... | ... | | | | | |
| | (b) | | Lucknow-Bareilly . . | ... | 231·17 | ... | ... | | | | | |
| | (c) | | Powayan Light . . . | ... | ... | 39·50 | ... | ... | 285·09 | 39·50 | ... | 324·59 |
| 18 | (a) | Jodhpur-Bikaner (J. B.) | Jodhpur State . . . | ... | 454·94 | ... | ... | | | | | |
| | (b) | | Bikaner State . . . | ... | 157·35 | ... | ... | | | | | |
| | (c) | | Jodhpur-Hyderabad (British section). | ... | 123·98 | ... | ... | ... | 736·27 | ... | ... | 736·27 |
| 19 | (a) | Udaipur-Chitor (U. C.) . | Udaipur-Chitor . . . | ... | 67·30 | ... | ... | ... | 67·30 | ... | ... | 67·30 |
| 20 | (a) | Bhávnagar-Gondal-Junágad-Porbándar (B. G. J. P.) | Bhávnagar-Gondal-Junágad-Porbándar. | ... | 333·84 | ... | ... | | | | | |
| | (b) | | Jámnagar . . . . | ... | 54·28 | ... | ... | | | | | |
| | (c) | | Jetalsar-Rájkot . . . | ... | 46·23 | ... | ... | | | | | |
| | (d) | | Dhrángadrá . . . | ... | 20·83 | ... | ... | ... | 455·18 | ... | ... | 455·18 |
| 21 | (a) | Southern Mahratta (S. M.) | Southern Mahratta . . | ... | 1,042·04 | ... | ... | | | | | |
| | (b) | | Mysore section (Southern Mahratta). | ... | 296·36 | ... | ... | | | | | |
| | (c) | | Guntakul-Mysore frontier . | ... | 119·50 | ... | ... | | | | | |
| | (d) | | Hindupur (Yesvantpur-Mysore frontier). | ... | 51·35 | ... | ... | | | | | |
| | (e) | | Birur-Shimoga . . . | ... | 37·92 | ... | ... | | | | | |
| | (f) | | Kolhápur . . . . | ... | 29·27 | ... | ... | | | | | |
| | (g) | | Mysore-Nanjangúd . . | ... | 15·66 | ... | ... | ... | 1,592·10 | ... | ... | 1,592·10 |
| 22 | (a) | West of India Portuguese (W. I. P.) | West of India Portuguese . | ... | 51·11 | ... | ... | ... | 51·11 | ... | ... | 51·11 |
| | | | Carried over . | | | | | 14,056·82 | 8,218·40 | 352·78 | 132·32 | 22,760·32 |

* Including 4·87 miles of dock estate and quarry lines.

† Including 3·99 miles of dock estate lines.

# APPENDIX 2—*concld.*



## *Railways worked by each Railway Administration at the close of the Calendar year 1901.*

For mileage added during 1901, see Appendix 3; and for mileage sanctioned for construction, see Appendix 5.

(Referred to in paragraph 6 of Report.)

| Classification No. | | Railway administration by which worked. | Name of railway. | Length of line open on 31st December 1901. | | | | Total of each gauge under the administration. | | | | Grand total mileage of railways worked by the administration. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Main. | Sub. | | | 5′ 6″ | 3′ 3⅜″ | 2′ 6″ | 2′ 0″ | 5′ 6″ | 3′ 3⅜″ | 2′ 6″ | 2′ 0″ | |
| | | | Brought forward | | | | | 14,056·82 | 8,218·40 | 352·78 | 132·32 | 22,760·32 |
| 23 | (a) | South Indian (S. I.) | South Indian | ... | 1,033·63 | ... | ... | ... | | | | |
| | (b) | | Tanjore District Board (Máyavaram-Mutupet). | ... | 54·08 | ... | ... | ... | | | | |
| | (c) | | Káraikkal-Peralam | ... | 14·65 | ... | ... | ... | | | | |
| | (d) | | Pondicherry | ... | 7·85 | ... | ... | ... | 1,110·21 | ... | ... | 1,110·21 |
| 24 | (a) | Burma (B.) | Burma | ... | 1,177·70* | ... | ... | ... | 1,177·70 | ... | ... | 1,177·70 |
| 25 | (a) | Morvi (M. R. W.) | Morvi | ... | ... | 94·36 | ... | ... | ... | 94·36 | ... | 94·36 |
| 26 | (a) | Bársi Light (B. L.) | Bársi Light | ... | ... | 21·59 | ... | ... | ... | 21·59 | ... | 21·59 |
| 27 | (a) | Tárakeshwar-Magra (B. P.). | Tárakeshwar-Magra | ... | ... | 31·12 | ... | ... | ... | 31·12 | ... | 31·12 |
| 28 | (a) | Ránaghat-Krishnagar (B. K. L.) | Ránaghat-Krishnagar | ... | ... | 20·25 | ... | ... | ... | 20·25 | ... | 20·25 |
| 29 | (a) | Tezpur-Bálipárá (T. B.) | Tezpur-Bálipárá | ... | ... | 20·10 | ... | ... | ... | 20·10 | ... | 20·10 |
| 30 | (a) | Darjeeling-Himalayan (D. H.) | Darjeeling-Himalayan | ... | ... | ... | 51·00 | ... | ... | ... | 51·00 | 51·00 |
| 31 | (a) | Howrah-Amta (H. A.) | Howrah-Amta | ... | ... | ... | 28·69 | ... | ... | ... | 28·69 | 28·69 |
| 32 | (a) | Howrah-Sheakhala (H. S.) | Howrah-Sheakhala | ... | ... | ... | 19·75 | ... | ... | ... | 19·75 | 19·75 |
| 33 | (a) | Jorhát (J) | Jorhat | ... | ... | ... | 30·25 | ... | ... | ... | 30·25 | 30·25 |
| 34 | (a) | Thatôn-Duyínzáik (T. D.) | Thatôn-Duyínzáik | ... | ... | 7·76 | ... | ... | ... | 7·76 | ... | 7·76 |
| | | | Total railway mileage open in India and Burma on the 31st December 1901 | | | | | 14,056·82 | 10,506·31 | 547·96 | 262·01 | 25,373·10 |

* From Rangoon to Insein, 9·00 miles, Myohaung to Mandalay, 2·45 miles, and Nahakaung to Naba, 0·55 mile, are laid with double track.

Appendix 3.
Additions to mileage.

# APPENDIX 3.

## *Mileage added to the Railway System of India during the Calendar year 1901.*

*Note.*—The additions shown in this statement are included in the figures shown in Appendices 1 and 2.

(Referred to in paragraph 6 of Report.)

| Classification No. | | Railway administration to which railway has been added. | Name of owning railway. | Section of line added during 1901. | Date of opening for traffic. | Additions in miles made to open mileage during 1901. | | | Total mileage added to railway administration. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Length. | | | | | |
| Main. | Sub. | | | | | 5′ 6″ | 3′ 3⅜″ | 2′ 6″ | 5′ 6″ | 3′ 3⅜″ | 2′ 6″ |
| 2 | (*b*) | Eastern Bengal State. | Eastern Bengal State. | Teesta to Kaunia | 1st April | ... | 4·42 | 0·57 | | | |
| | | | | Katihár District | 8th March | ... | 0·69 | ... | | | |
| | | | | Raja Bhat Khawa to Jainti | 1st February | ... | ... | 9·18 | ... | 5·11 | 9·75 |
| 4 | (*a*) | Bengal-Nágpur | Bengal-Nágpur | Santragachi to Shalimar | 15th March | 3·00 | ... | ... | | | |
| | | | | Right Bank of the Cossye River to Midnapore. | 8th June | 2·25 | ... | ... | | | |
| | (*c*) | | Parlakimedi | Naupada to Parlakimedi | 22nd April | ... | ... | 25·00 | 5·25 | ... | 25·00 |
| 7 | (*a*) | North Western State. | North Western State. | Peshawar Cantonment to Jamrud | 1st January | 11·04 | ... | ... | | | |
| | | | | Hyderabad (Sind) to Rahoki | 28th March | 6·04 | ... | ... | | | |
| | (*e*) | | Ludhiána-Dhuri-Jakhal. | Ludhiána-Dhuri-Jakhal | 10th April | 78·66 | ... | ... | | | |
| | (*f*) | | Nowshera-Durgai. | Nowshera to Durgai | 1st January | ... | ... | 40·25 | 95·74 | ... | 40·25 |
| 9 | (*d*) | | Petlád-Cambay (Ánand-Tarapur section). | Petlád to Tarapur | 20th June | 8·15 | ... | ... | | | |
| | (*e*) | Bombay, Baroda and Central India. | Petlád-Cambay (Tarapur-Cambay section). | Tarapur to Cambay | 20th June | 10·92 | ... | ... | 19·07 | ... | ... |
| 11 | (*a*) | Madras | Madras | Calicut to Badagara | 1st October | 28·75 | ... | ... | 28·75 | ... | ... |
| 12 | (*b*) | Bengal Dooars. | Bengal Dooars extensions. | Mal to Chalsa | 1st April | ... | 5·20 | ... | | | |
| | | | | Dam Dim to Oodlabari (Manabari). | 4th May | ... | 3·30 | ... | ... | 8·50 | ... |
| 13 | (*b*) | Dibru-Sadiya | Ledo and Tikak-Margherita. | Margherita to Namdang | 1st January | ... | 3·00 | ... | ... | 3·00 | ... |
| 14 | (*a*) | Assam-Bengal | Assam-Bengal | Lumding to Nazira | 1st January | ... | 142·20 | ... | | | |
| | | | | Nazira to Lakhwa | 15th November | ... | 10·75 | ... | ... | 152·95 | ... |
| 16 | (*b*) | Bengal and North Western. | Tirhoot | Thana Bihpur to Kursela | 1st February | ... | 21·25 | | | | |
| | | | | Kursela to Katihár | 7th March | ... | 23·75 | | | | |
| | | | | Thanah Bihpur to Barari Ghat | 16th December | ... | 11·36 | ... | ... | 56·36 | ... |
| 18 | (*b*) | Jodhpur-Bikaner. | Jodhpur-Bikaner (Bikaner section). | Dulmera to Suratgarh | 1st January | ... | 71·85 | ... | ... | 71·85 | ... |
| 23 | (*a*) | South Indian | South Indian | New Beach line | 1st February | ... | 0·59 | ... | ... | 0·59 | ... |
| 24 | (*a*) | Burma | Burma | Nawnghkio to Hsipaw | 1st June | ... | 53·70 | ... | ... | 53·70 | ... |
| | | | | | Total mileage added in 1901 | | | | 148·81 | 352·06 | 75·00 |

# APPENDIX 3—*concld.*]

## *Railways opened from the 1st January 1902 up to 30th April 1902.*

(Referred to in paragraph 6 of Report.)

| Classification No. | | Railway administration to which railway has been added. | Name of owning railway. | Section of line added. | Date of opening. | Length. | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 5′ 6″ | 3′ 3⅜″ | 2′ 6″ | 2′ 0″ |
| Main. | Sub. | | | | | | | | |
| | | | MILEAGE ADDED FROM THE 1ST JANUARY TO THE 31ST MARCH 1902. | | | | | | |
| 2 | (b) | Eastern Bengal State . . . | Eastern Bengal State. | Dharlla Bridge and approaches. | 2nd January . | ... | 1·98 | ... | ... |
| 12 | (b) | Bengal Dooars . . . . | Bengal Dooars Extension. | Oodlabari (Manabari) to Bagrakote. | 1st January ... | ... | 3·26 | ... | ... |
| | | | Total mileage added from the 1st January to the 31st March 1902 | | | ... | 5·24 | ... | ... |
| | | | MILEAGE ADDED FROM THE 1ST TO THE 30TH APRIL 1902. | | | | | | |
| | | | *Nil.* | | | | | | |
| | | | Grand total mileage open on the 30th April 1902 . . . | | | 14,056·82 | 10,511·55 | 547·96 | 262·01 |

**Appendix 4.**
Mileage open yearly.

# APPEN

*Railway mileage open for traffic year by year under each railway*

(Referred to in para

*N.B.*—A reference to Appendix 2 will furnish the key

| Class: No. | 1 | 2 | 3 | 4 | | 5 | 6 | 7 | 8 | | 9 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Calendar Year. | E. I. | E. B. S. | B. C. | B. N. | E. C. | P. T. | O. & R. | N. W. | G. I. P. (*a*) to (*c*). | I. M. (*d*) to (*h*). | B., B. & C. I. |
| 1853 | ... | ... | ... | ... | ... | ... | ... | ... | 20 | ... | ... |
| 1854 | 38 | ... | ... | ... | ... | ... | ... | ... | 33 | ... | ... |
| 1855 | 120 | ... | ... | ... | ... | ... | ... | ... | 49 | ... | ... |
| 1856 | 120 | ... | ... | ... | ... | ... | ... | ... | 87 | ... | ... |
| 1857 | 120 | ... | ... | ... | ... | ... | ... | ... | 87 | ... | ... |
| 1858 | 139 | ... | ... | ... | ... | ... | ... | ... | 193 | ... | ... |
| 1859 | 286 | ... | ... | ... | ... | ... | ... | ... | 214 | ... | ... |
| 1860 | 370 | ... | ... | ... | ... | ... | ... | ... | 297 | ... | 35 |
| 1861 | 561 | ... | ... | ... | ... | ... | ... | 110 | 438 | ... | 134 |
| 1862 | 877 | 123 | ... | ... | ... | ... | ... | 142 | 495 | ... | 167 |
| 1863 | 960 | 136 | ... | ... | ... | ... | ... | 142 | 555 | ... | 185 |
| 1864 | 1,131 | 140 | ... | ... | ... | ... | ... | 142 | 588 | ... | 306 |
| 1865 | 1,135 | 140 | ... | ... | ... | ... | ... | 350 | 704 | ... | 306 |
| 1866 | 1,155 | 140 | ... | ... | ... | ... | ... | 350 | 825 | ... | 306 |
| 1867 | 1,380 | 140 | ... | ... | ... | ... | 42 | 403 | 858 | ... | 306 |
| 1868 | 1,380 | 140 | ... | ... | ... | ... | 42 | 403 | 876 | ... | 307 |
| 1869 | 1,380 | 140 | ... | ... | ... | ... | 42 | 621 | 876 | ... | 307 |
| 1870 | 1,380 | 140 | ... | ... | ... | ... | 42 | 663 | 1,269 | ... | 312 |
| 1871 | 1,530 | 185 | ... | ... | ... | ... | 42 | 663 | 1,290 | ... | 350 |
| 1872 | 1,530 | 185 | ... | ... | ... | ... | 293 | 663 | 1,295 | ... | 389 |
| 1873 | 1,530 | 187 | ... | ... | ... | ... | 456 | 663 | 1,295 | ... | 524 |
| 1874 | 1,530 | 187 | ... | ... | ... | ... | 540 | 663 | 1,313 | ... | 777 |
| 1875 | 1,530 | 187 | ... | ... | ... | 2 | 544 | 725 | 1,336 | ... | 917 |
| 1876 | 1,530 | 187 | ... | ... | ... | 2 | 544 | 767 | 1,341 | ... | 996 |
| 1877 | 1,530 | 321 | ... | ... | ... | 2 | 544 | 767 | 1,341 | ... | 1,001 |
| 1878 | 1,530 | 419 | ... | ... | ... | 4 | 547 | 1,268 | 1,487 | 34 | 1,098 |
| 1879 | 1,588 | 430 | ... | ... | ... | 4 | 547 | 1,268 | 1,494 | 66 | 1,237 |
| 1880 | 1,600 | 430 | ... | 53 | ... | 4 | 547 | 1,541 | 1,494 | 66 | 1,412 |
| 1881 | 1,600 | 454 | ... | 98 | ... | 4 | 547 | 1,671 | 1,494 | 75 | 1,760 |
| 1882 | 1,603 | 483 | 20 | 149 | ... | 4 | 547 | 1,732 | 1,494 | 86 | 1,775 |
| 1883 | 1,605 | 504 | 52 | 149 | ... | 4 | 548 | 1,759 | 1,494 | 86 | 1,866 |
| 1884 | 1,605 | 519 | 125 | 149 | ... | 4 | 595 | 1,866 | 1,494 | 132 | 2,123 |
| 1885 | 1,633 | 606 | 125 | 149 | ... | 4 | 607 | 1,873 | 1,494 | 132 | 2,187 |
| 1886 | 1,633 | 607 | 125 | 186 | ... | 4 | 686 | 1,873 | 1,493 | 174 | 2,188 |
| 1887 | 1,632 | 645 | 125 | 186 | ... | 6 | 692 | 2,414 | 1,493 | 173 | 2,208 |
| 1888 | 1,632 | 672 | 125 | 225 | ... | 6 | 692 | 2,458 | 1,493 | 268 | 2,213 |
| 1889 | 1,632 | 746 | 125 | 348 | ... | 6 | 692 | 2,541 | 1,493 | 734 | 2,219 |
| 1890 | 1,632 | 764 | 125 | 584 | ... | 6 | 692 | 2,567 | 1,493 | 734 | 2,246 |
| 1891 | 1,794 | 777 | 125 | 831 | ... | 6 | 692 | 2,482 | 1,492 | 734 | 2,313 |
| 1892 | 1,794 | 812 | 125 | 831 | ... | 6 | 692 | 2,612 | 1,490 | 734 | 2,313 |
| 1893 | 1,797 | 834 | 125 | 862 | 174 | 6 | 741 | 2,613 | 1,490 | 734 | 2,355 |
| 1894 | 1,848 | 835 | 125 | 861 | 354 | 6 | 796 | 2,615 | 1,490 | 734 | 2,445 |
| 1895 | 1,884 | 836 | 125 | 861 | 427 | 8 | 797 | 2,666 | 1,490 | 922 | 2,445 |
| 1896 | 1,884 | 837 | 125 | 861 | 512 | 8 | 847 | 2,903 | 1,491 | 922 | 2,505 |
| 1897 | 1,889 | 840 | 125 | 861 | 547 | 8 | 892 | 3,406 | 1,491 | 922 | 2,585 |
| 1898 | 1,897 | 883 | 125 | 1,067 | 727 | 8 | 1,030 | 3,406 | 1,491 | 970 | 2,622 |
| 1899 | 1,974 | 944 | 125 | 1,190 | 803 | 8 | 1,030 | 3,556 | 1,491 | 1,238 | 2,738 |
| 1900 | 2,104 | 989 | 125 | 1,283 | 808 | 8 | 1,149 | 3,614 | 1,561 | 1,239 | 2,764 |
| 1901 | 2,101 | 1,001 | 125 | 1,634 | * | 8 | 1,149 | 3,749 | 1,562 | 1,239 | 2,753 |

* Transferred partly to the Bengal-Nágpur railway and partly

## DIX 4.

## Appendix 4.
Mileage open yearly.

*administration and during the Viceroyalty of each Governor General.*

graph 7 of Report.)

to the code letters used to express railway systems.

| 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | Class : No. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| N. G. S. | M. | B. D. | D. S. | A. B. | D. | B. & N. W. | R. & K. | J. B. | U. C. | B. G. J. P. | Calendar Year. |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1853 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1854 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1855 |
| ... | 65 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1856 |
| ... | 80 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1857 |
| ... | 95 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1858 |
| ... | 95 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1859 |
| ... | 136 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1860 |
| ... | 296 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1861 |
| ... | 447 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1862 |
| ... | 447 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1863 |
| ... | 569 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1864 |
| ... | 609 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1865 |
| ... | 643 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1866 |
| ... | 643 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1867 |
| ... | 676 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1868 |
| ... | 705 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1869 |
| ... | 781 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1870 |
| ... | 830 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1871 |
| ... | 830 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1872 |
| ... | 858 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1873 |
| 121 | 858 | ... | ... | ... | ... | 53 | ... | ... | ... | ... | 1874 |
| 121 | 858 | ... | ... | ... | ... | 43 | ... | ... | ... | ... | 1875 |
| 121 | 858 | ... | ... | ... | ... | 43 | ... | ... | ... | ... | 1876 |
| 121 | 858 | ... | ... | ... | ... | 78 | ... | ... | ... | ... | 1877 |
| 121 | 858 | ... | ... | ... | ... | 85 | ... | ... | ... | ... | 1878 |
| 121 | 858 | ... | ... | ... | ... | 85 | ... | ... | ... | ... | 1879 |
| 121 | 858 | ... | ... | ... | ... | 85 | ... | ... | ... | 105 | 1880 |
| 121 | 858 | ... | ... | ... | ... | 85 | ... | ... | ... | 192 | 1881 |
| 121 | 861 | ... | 15 | ... | 4 | 85 | ... | 18 | ... | 192 | 1882 |
| 121 | 861 | ... | 38 | ... | 5 | 193 | ... | 18 | ... | 193 | 1883 |
| 121 | 861 | ... | 69 | ... | 5 | 301 | 90 | 44 | ... | 193 | 1884 |
| 121 | 861 | ... | 77 | ... | 4 | 529 | 90 | 64 | ... | 193 | 1885 |
| 204 | 859 | ... | 77 | ... | 5 | 622 | 146 | 64 | ... | 193 | 1886 |
| 205 | 827 | ... | 77 | ... | 5 | 635 | 196 | 124 | ... | 193 | 1887 |
| 306 | 838 | ... | 77 | ... | 5 | 649 | 195 | 124 | ... | 209 | 1888 |
| 351 | 839 | ... | 77 | ... | 5 | 649 | 195 | 124 | ... | 332 | 1889 |
| 354 | 839 | ... | 77 | ... | 5 | 699 | 212 | 124 | ... | 333 | 1890 |
| 351 | 839 | ... | 77 | ... | 5 | 739 | 283 | 291 | ... | 333 | 1891 |
| 354 | 839 | ... | 77 | ... | 5 | 756 | 283 | 364 | ... | 333 | 1892 |
| 445 | 839 | 32 | 77 | ... | 5 | 756 | 307 | 364 | ... | 380 | 1893 |
| 353 | 849 | 36 | 77 | ... | 5 | 756 | 324 | 364 | ... | 380 | 1894 |
| 353 | 849 | 36 | 77 | 129 | 5 | 756 | 324 | 364 | 60 | 380 | 1895 |
| 353 | 849 | 36 | 77 | 286 | 5 | 820 | 324 | 364 | 60 | 380 | 1896 |
| 353 | 849 | 36 | 87 | 361 | 5 | 827 | 324 | 364 | 60 | 434 | 1897 |
| 351 | 849 | 36 | 85 | 379 | 5 | 928 | 324 | 406 | 61 | 455 | 1898 |
| 505 | 870 | 36 | 85 | 432 | 5 | 1,103 | 324 | 475 | 67 | 455 | 1899 |
| 736 | 871 | 102 | 85 | 436 | 5 | 1,224 | 324 | 609 | 67 | 455 | 1900 |
| 742 | 1,397 | 111 | 88 | 589 | 5 | 1,280 | 324 | 736 | 67 | 455 | 1901 |

to the Madras railway on the 1st January 1901.

*P. T. O.*

**Appendix 4.°**
Mileage open yearly.



*Railway mileage open for traffic year by year under each railway*

(Referred to in para

*N.B.*—A reference to Appendix 2 will furnish the key

| Class: No. | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | | 30 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Calendar Year. | S. M. | W. I. P. | S. I. | B. | M. R. W. | B. L. | B. P. | R. K. L. | T. B. | C. C. | D. H. |
| 1853 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1854 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1855 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1856 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1857 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1858 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1859 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1860 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1861 | ... | ... | 48 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1862 | ... | ... | 82 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1863 | ... | ... | 82 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1864 | ... | ... | 82 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1865 | ... | ... | 99 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1866 | ... | ... | 144 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1867 | ... | ... | 160 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1868 | ... | ... | 184 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1869 | ... | ... | 184 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1870 | ... | ... | 184 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1871 | ... | ... | 184 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1872 | ... | ... | 184 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1873 | ... | ... | 184 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1874 | ... | ... | 184 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1875 | ... | ... | 280 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1876 | ... | ... | 473 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1877 | ... | ... | 598 | 161 | ... | ... | ... | ... | ... | ... | ... |
| 1878 | ... | ... | 611 | 161 | ... | ... | ... | ... | ... | ... | ... |
| 1879 | ... | ... | 639 | 161 | ... | ... | ... | ... | ... | ... | ... |
| 1880 | ... | ... | 653 | 167 | ... | ... | ... | ... | ... | ... | 30 |
| 1881 | 58 | ... | 661 | 167 | ... | ... | ... | ... | ... | ... | 49 |
| 1882 | 86 | ... | 661 | 167 | ... | ... | ... | ... | ... | ... | 50 |
| 1883 | 87 | ... | 662 | 167 | ... | ... | ... | ... | ... | ... | 50 |
| 1884 | 354 | ... | 662 | 260 | ... | ... | ... | ... | ... | ... | 51 |
| 1885 | 455 | ... | 662 | 333 | ... | ... | ... | ... | ... | ... | 51 |
| 1886 | 618 | ... | 662 | 333 | 51 | ... | ... | ... | ... | 7 | 51 |
| 1887 | 989 | 41 | 745 | 333 | 68 | ... | ... | ... | ... | 7 | 51 |
| 1888 | 993 | 51 | 745 | 441 | 68 | ... | ... | ... | ... | 7 | 51 |
| 1889 | 1,274 | 51 | 745 | 553 | 68 | ... | ... | ... | ... | 7 | 51 |
| 1890 | 1,339 | 51 | 787 | 556 | 94 | ... | ... | ... | ... | 7 | 51 |
| 1891 | 1,384 | 51 | 909 | 617 | 94 | ... | ... | ... | ... | 8 | 51 |
| 1892 | 1,467 | 51 | 1,050 | 717 | 94 | ... | ... | ... | ... | 8 | 51 |
| 1893 | 1,555 | 51 | 1,049 | 730 | 94 | ... | ... | ... | ... | 8 | 51 |
| 1894 | 1,553 | 51 | 1,103 | 745 | 94 | ... | 12 | ... | ... | 8 | 51 |
| 1895 | 1,553 | 51 | 1,103 | 834 | 94 | ... | 31 | ... | ... | 8 | 51 |
| 1896 | 1,553 | 51 | 1,103 | 886 | 94 | ... | 31 | ... | ... | 8 | 51 |
| 1897 | 1,553 | 51 | 1,103 | 887 | 94 | 22 | 31 | ... | ... | 8 | 51 |
| 1898 | 1,553 | 51 | 1,094 | 936 | 94 | 22 | 31 | ... | 20 | 8 | 51 |
| 1899 | 1,592 | 51 | 1,107 | 993 | 94 | 22 | 31 | 20 | 20 | 8 | 51 |
| 1900 | 1,592 | 51 | 1,110 | 1,174 | 94 | 22 | 31 | 20 | 20 | * | 51 |
| 1901 | 1,592 | 51 | 1,110 | 1,178 | 94 | 22 | 31 | 20 | 20 | ... | 51 |

* Closed for traffic from the

**DIX 4—*concld.***

**Appendix 4.**
Mileage open yearly.

*administration and during the Viceroyalty of each Governor General.*

graph 7 of Report.)

to the code letters used to express railway systems.

| 31 | 32 | 33 | 34 | Total actual mileage opened during the year. | Deduct corrections, abandonments, etc., of mileage. | Net mileage open during the year. | Total mileage open for traffic at close of the year. | Viceroys. | Class: No. |
|---|---|---|---|---|---|---|---|---|---|
| H. A. | H S. | J. | T. D. | | | | | | Calendar Year. |
| ... | ... | ... | ... | 20 | ... | 20 | 20 | Marquis of Dalhousie | 1853 |
| ... | ... | ... | ... | 50 | +1 | 51 | 71 | | 1854 |
| ... | ... | ... | ... | 99 | −1 | 98 | 169 | | 1855 |
| ... | ... | ... | ... | 103 | ... | 103 | 272 | Earl Canning | 1856 |
| ... | ... | ... | ... | 15 | ... | 15 | 287 | | 1857 |
| ... | ... | ... | ... | 140 | ... | 140 | 427 | | 1858 |
| ... | ... | ... | ... | 198 | ... | 198 | 625 | | 1859 |
| ... | ... | ... | ... | 212 | +1 | 213 | 838 | | 1860 |
| ... | ... | ... | ... | 748 | +1 | 749 | 1,587 | | 1861 |
| ... | ... | ... | ... | 746 | ... | 746 | 2,333 | Earl of Elgin | 1862 |
| ... | ... | ... | ... | 174 | ... | 174 | 2,507 | | 1863 |
| ... | ... | ... | ... | 451 | ... | 451 | 2,958 | Lord Lawrence | 1864 |
| ... | ... | ... | ... | 405 | ... | 405 | 3,363 | | 1865 |
| ... | ... | ... | ... | 200 | ... | 200 | 3,563 | | 1866 |
| ... | ... | ... | ... | 367 | −1 | 366 | 3,929 | | 1867 |
| ... | ... | ... | ... | 78 | +1 | 79 | 4,008 | | 1868 |
| ... | ... | ... | ... | 248 | −1 | 247 | 4,255 | Earl of Mayo | 1869 |
| ... | ... | ... | ... | 516 | ... | 516 | 4,771 | | 1870 |
| ... | ... | ... | ... | 302 | +1 | 303 | 5,074 | | 1871 |
| ... | ... | ... | ... | 303 | −8 | 295 | 5,369 | Lord Northbrook | 1872 |
| ... | ... | ... | ... | 327 | +1 | 328 | 5,697 | | 1873 |
| ... | ... | ... | ... | 477 | +52 | 529 | 6,226 | | 1874 |
| ... | ... | ... | ... | 368 | −51 | 317 | 6,543 | | 1875 |
| ... | ... | ... | ... | 319 | ... | 319 | 6,862 | Lord Lytton | 1876 |
| ... | ... | ... | ... | 460 | ... | 460 | 7,322 | | 1877 |
| ... | ... | ... | ... | 900 | +1 | 901 | 8,223 | | 1878 |
| ... | ... | ... | ... | 269 | +6 | 275 | 8,498 | | 1879 |
| ... | ... | ... | ... | 668 | ... | 668 | 9,166 | | 1880 |
| ... | ... | ... | ... | 728 | ... | 728 | 9,894 | Marquis of Ripon | 1881 |
| ... | ... | ... | ... | 252 | +7 | 259 | 10,153 | | 1882 |
| ... | ... | ... | ... | 359 | −50 | 309 | 10,462 | | 1883 |
| ... | ... | 12 | ... | 1,190 | −17 | 1,173 | 11,635 | | 1884 |
| ... | ... | 29 | 8 | 651 | +1 | 652 | 12,287 | Earl of Dufferin and Ava | 1885 |
| ... | ... | 27 | 8 | 643 | −34 | 609 | 12,896 | | 1886 |
| ... | ... | 31 | 8 | 1,214 | −1 | 1,213 | 14,109 | | 1887 |
| ... | ... | 31 | 8 | 482 | −9 | 473 | 14,582 | | 1888 |
| ... | ... | 28 | 8 | 1,326 | −15 | 1,311 | 15,893 | Marquis of Lansdowne | 1889 |
| ... | ... | 28 | 8 | 515 | −1 | 514 | 16,407 | | 1890 |
| ... | ... | 28 | 8 | 997 | −90 | 907 | 17,314 | | 1891 |
| ... | ... | 28 | 8 | 577 | +3 | 580 | 17,894 | | 1892 |
| ... | ... | 28 | 8 | 616 | ... | 616 | 18,510 | | 1893 |
| ... | ... | 28 | 8 | 409 | −13 | 396 | 18 906 | Earl of Elgin | 1894 |
| ... | ... | 28 | 8 | 659 | −10 | 649 | 19,555 | | 1895 |
| ... | ... | 28 | 8 | 706 | +1 | 707 | 20 262 | | 1896 |
| 14 | 17 | 28 | 8 | 845 | +16 | 861 | 21,123 | | 1897 |
| 28 | 19 | 28 | 8 | 898 | +27 | 925 | 22,048 | | 1898 |
| 29 | 20 | 28 | 8 | 1,484 | −4 | 1,480 | 23,528 | Lord Curzon | 1899 |
| 29 | 20 | 30 | 8 | 1,237 | −5 | 1,232 | 24,760 | | 1900 |
| 29 | 20 | 30 | 8 | 576 | +37 | 613 | 25,373 | | 1901 |

25th March 1900, and subsequently abandoned.

Appendix 5.
Miles in construction.

# APPENDIX 5.

## *Mileage under construction or sanctioned at the close of the Calendar year 1901.*

(Referred to in paragraph 9 of Report.)

*Note.*—Railways opened since close of year are shown in Appendix 3.

| Classification No. | | Railway administration by which being constructed. | Name of owning railway. | Section of line the construction of which has been sanctioned. | Date construction was sanctioned. | Mileage sanctioned and still remaining to be constructed. | | | | | | | | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Mileage sanctioned to be constructed. | | | | Total sanctioned for construction by the railway administration. | | | | |
| Main. | Sub. | | | | | 5′ 6″ | 3′ 3⅜″ | 2′ 6″ | 2′ 0″ | 5′ 6″ | 3′ 3⅜″ | 2′ 6″ | 2′ 0″ | |
| 1 | (a) | East Indian | East Indian | Barun to Daltonganj (including the colliery branch). | 16th May 1897. | 78·32 | ... | ... | ... | | | | | Work commenced. |
| | | | | Sitarampur to Domohani. | 13th January 1899. | 6·99 | ... | ... | ... | | | | | Work commenced. |
| | | | | Katrasgarh to Khanoodih. | 1st November 1901. | 7·80 | ... | ... | ... | | | | | Work commenced. |
| | | | | Jherriah to Dhanbaid. | 1st November 1901. | 3·75 | ... | ... | ... | | | | | Work commenced |
| | | | | Tasra siding . | 1st November 1901. | 1·75 | ... | ... | ... | | | | | Work commenced. |
| | | | | Northern half of the Mulkeera-Katrasgarh cross connection. | 1st November 1901. | 0·71 | ... | ... | ... | | | | | Work commenced. |
| | (e) | | Kalka-Simla* | Kalka to Simla . | 29th June 1898. | ... | ... | 60·00 | ... | 99·32 | ... | 60·00 | ... | Work commenced. |
| 2 | (a) | Eastern Bengal State. | Eastern Bengal State. | Panchooria to the Ganges | 12th December 1890. | 6·00 | ... | ... | ... | | | | | Almost completed. |
| | | | | Extension to Chitpore Terminus. | 26th March 1901. | 1·66 | ... | ... | ... | | | | | Work commenced. |
| | (b) | | | Moghalhát to Dhubri. | 13th September 1899. | ... | 38·83 | ... | ... | 7·66 | 38·83 | ... | ... | Portion since opened. |
| 4 | (a) | Bengal-Nágpur. | Bengal-Nágpur . | Midnapore to Bujudih. | 1st June 1899. | 114·77 | ... | ... | ... | | | | | Work commenced. |
| | | | | Ramkanali to Nodeeha in the Chowrassie coalfields. | 17th July 1901 | 9·48 | ... | ... | ... | | | | | Work commenced. |
| | | | | Bujudih to Hariharpur. | 1st November 1901. | 27·90 | ... | ... | ... | | | | | Work commenced. |
| | | | | Bujudih to Parthadihi. | 1st November 1901. | 1·45 | ... | ... | ... | | | | | Work commenced. |
| | | | | Bujudih to Mhoda including the Bhaga connection. | 1st November 1901. | 21·36 | ... | ... | ... | | | | | Work commenced. |
| | | | | Bhowra siding . | 1st November 1901. | 1·50 | ... | ... | ... | | | | | Work commenced. |
| | | | | Southern half of the Mulkeera-Katrasgarh cross connection. | 1st November 1901. | 9·71 | ... | ... | ... | | | | | Work commenced. |
| | | | | Hooghly foreshore to Kidderpore Docks. | ... | 0·60 | ... | ... | ... | | | | | Work commenced. |
| | | | Jubbulpur-Gondia. | Jubbulpore to Gondia. | 23rd January 1901. | ... | ... | 123·43 | ... | | | | | Work commenced. |
| | (d) | | | Neinpur to Mandla | 23rd January 1901. | ... | ... | 21·75 | ... | | | | | Work commenced. |
| | | | | Neinpur to Chindwara. | 23rd January 1901. | ... | ... | 87·49 | ... | 177·77 | ... | 252·67 | ... | Work commenced. |
| 6 | (d) | Oudh and Rohilkhand State. | Oudh and Rohilkhand State. | Allahabad to Fyzabad. | 8th Novemher 1901. | 94·67 | ... | ... | ... | 94·67 | ... | ... | ... | Not commenced. |
| 7 | (a) | | North Western State. | Jech Doab line-Malakwal to the Karana hills. | 27th November 1901. | 51·40 | ... | ... | ... | | | | | Work commenced. |
| | (b) | North Western State. | Southern Punjab . | Delhi Brewery to Delhi. | 21st August 1895. | 0·79 | ... | ... | ... | | | | | Not commenced. |
| | (h) | | Khusálgarh-Kohat-Thal. | Khusálgarh to Thal. | 31st October 1900. | ... | ... | 92·20 | ... | 52·19 | ... | 92·20 | ... | Work commenced. |
| 8 | (h) | Great Indian Peninsula. | Gwalior Light . | Gwalior to Sabulgarh. | 2nd October 1901. | ... | ... | ... | 56·82 | ... | ... | ... | 56·82 | Not commenced. |
| 9 | (m) | | Jaipur . . | Sanganer to Siwai Madhopur. | 2nd December 1897. | ... | 72·85 | ... | ... | | | | | Work commenced, but stopped for want of funds. |
| | (n) | Bombay, Baroda and Central India. | Vijapur-Kalol-Kadi. | Vijapur to Kalol | 23rd May 1899. | ... | 29·60 | ... | ... | | | | | Work commenced. |
| | | | | Kalol to Kadi . | 15th August 1901. | ... | 12·20 | ... | ... | | | | | Work commenced. |
| | (o) | | Ahmedabad-Dholka. | Sabarmati to Dholka. | 2nd October 1901. | ... | 33·46 | ... | ... | ... | 148·11 | ... | ... | Not commenced. |
| 11 | (a) | Madras . . | Madras . . | Badagara to Azhikal. | 6th May 1897 | 31·09 | ... | ... | ... | | | | | Work commenced. |
| | (e) | | Shoranur-Cochin . | Shoranur to Cochin | 23rd February 1899. | ... | 64·83 | ... | ... | 31·09 | 64·83 | ... | ... | Work commenced. |
| | | | | | | | Carried over . | | | 462·70 | 251·77 | 404·87 | 56·82 | |

* The Kalka-Simla railway is actually being constructed by the Kalka-Simla Railway Company.

# APPENDIX 5—*concld.*



## *Mileage under construction or sanctioned at the close of the Calendar year 1901.*

(Referred to in paragraph 9 of Report.)

*Note.*—Railways opened since close of year are shown in Appendix 3.

| Classification No. | | Railway administration by which being constructed. | Name of owning railway. | Section of line the construction of which has been sanctioned. | Date construction was sanctioned. | Mileage sanctioned and still remaining to be constructed. | | | | | | | | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Mileage sanctioned to be constructed. | | | | Total sanctioned for construction by the railway administration. | | | | |
| Main. | Sub. | | | | | 5′ 6″ | 3′ 3⅜″ | 2′ 6″ | 2′ 0″ | 5′ 6″ | 3′ 3⅜″ | 2′ 6″ | 2′ 0″ | |
| | | | | | Brought forward | | | | | 462·79 | 251·77 | 494·87 | 56 82 | |
| 12 | (*b*) | Bengal-Dooars | Bengal-Dooars extensions. | Chalsa to Hantupara. | 2nd March 1898. | ... | 39·00 | ... | ... | | | | | Work commenced |
| | | | | Oodlabari to Bagrakot. | 2nd March 1898. | ... | 3·26 | ... | ... | ... | 42·26 | ... | ... | Since opened. |
| 14 | (*a*) | Assam-Bengal | Assam-Bengal | Damchara to Lumding. | 28th May 1891. | ... | 155.24 | ... | ... | | | | | Work commenced. |
| | | | | Lakwa to Tinsukia | 28th May 1891. | ... | | | | | | | | Work commenced. |
| | (*b*) | | Noakhali (Bengal). | Laksam *viâ* Noakhali to Ichakhali. | 6th April 1901 | ... | 34·95 | ... | ... | ... | 190·19 | ... | ... | Not commenced. |
| | | | | Part of Gonda-Balrampur-Tulsipur branch. | December 1894 | ... | 1·00 | ... | ... | | | | | Not commenced. |
| 16 | (*a*) | Bengal and North-Western. | Bengal and North-Western. | Azamgarh to Shahganj. | 18th May 1897 | ... | 34·84 | ... | ... | | | | | Not commenced. |
| | | | | Ballia to Ghazipur | 23rd December 1901. | ... | 31·16 | ... | ... | ... | 67·00 | ... | ... | Not commenced. |
| 17 | (*b*) | Rohilkund and Kumaon. | Lucknow-Bareilly | Dudhwa to the Mohan river. | 1st March 1901. | ... | 5·96 | ... | ... | ... | 5·96 | ... | ... | Not commenced. |
| 18 | (*b*) | Jodhpur-Bikaner. | Bikaner | Suratgarh to Bhátinda. | 15th July 1899 | ... | 88·00 | ... | ... | ... | 88·00 | ... | ... | Work commenced. |
| 23 | (*a*) | South Indian | South Indian | Madura to Toni Torai. | 21st April 1890. | ... | 91·33 | ... | ... | | | | | Work commenced. |
| | | | | Mutanandal to Sivagunga. | 21st April 1899 | ... | 9·00 | ... | ... | | | | | Work commenced. |
| | | | | Tinnevelly-Quilon (Travancore) branch (British section). | 21st April 1899 | ... | 50·33 | ... | ... | | | | | Work commenced. |
| | (*b*) | South Indian | Tanjore District Board (Máyavaram-Mutupet). | Mutupet to Arantangi. | 15th November 1901. | ... | 44·86 | ... | ... | | | | | Work commenced. |
| | (*c*) | | Travancore State. | Tinnevelly-Quilon (Travancore) branch (Native State section). | 21st April 1899 | ... | 57·94 | ... | ... | ... | 253·46 | ... | ... | Work commenced. |
| 24 | (*a*) | Burma | Burma | Hsipaw to Lashio | 16th October 1895. | ... | 50·30 | ... | ... | | | | | Work commenced. |
| | | | | Letpadan to Bassein. | 7th September 1899. | ... | 114·40 | ... | ... | ... | 164·70 | ... | ... | Work commenced. |
| 26 | (*a*) | Bársi Light | Bársi Light | Bársi Town to Tadwala. | 20th November 1900. | ... | ... | 26·70 | ... | ... | ... | 26·70 | ... | Not commenced. |
| 36 | (*a*) | Bukhtiarpur-Behar Light. | Bukhtiarpur-Behar Light. | Bukhtiarpur to Behar. | 30th May 1901 | ... | ... | 18·75 | ... | ... | ... | 18·75 | ... | Not commenced. |
| 37 | (*a*) | Madura District Board. | Madura District Board. | Ammayanayakkanur to Kotagudi. | 30th May 1899. | ... | ... | 55·00 | ... | | | | | Work commenced. |
| | | | | Periyakulam to Krishna-Manaik's Tope | 30th May 1899 | ... | ... | 5·00 | ... | | | | | Work commenced. |
| | | | | Theni to Karuvanath. | 30th May 1899 | ... | ... | 33·00 | ... | ... | ... | 93·00 | ... | Work commenced. |
| | | Total mileage sanctioned and still remaining to be constructed on the 31st December 1901. | | | | | | | | 462·70 | 1,063·34 | 543·32 | 56·82 | |

## *Mileage sanctioned from the 1st January 1902 to the 30th April 1902.*

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | MILEAGE SANCTIONED FROM THE 1ST JANUARY TO THE 31ST MARCH 1902. | | | | | | | | | | | | |
| 1 | (*a*) | East Indian | East Indian | Manpur to 87 miles beyond Gurpa. | 25th March | 25·25 | ... | ... | ... | 25·25 | ... | ... | ... | |
| 2 | (*a*) | Eastern Bengal State. | Eastern Bengal State. | Kankurgachi to new Junction. | 19th February | 3·97 | ... | ... | ... | 3·97 | ... | ... | ... | |
| 9 | (*k*) | Bombay, Baroda and Central India. | Gaekwar's Dabhoi | Padra to Mobha | 12th February | ... | ... | 9·00 | ... | ... | ... | 9·00 | ... | |
| 12 | (*a*) | Madras | Madras | Azhikal to Mangalore. | 30th January | 77·76 | ... | ... | ... | 77·76 | ... | ... | ... | |
| 35 | (*a*) | Shahdara-Saharanpur Light. | Shahdara-Saharanpur Light. | Shahdara to Saharanpur. | 4th January | ... | ... | 95·00 | ... | | | | | |
| | | | | Baraut to Meerut | 4th January | ... | ... | 30·00 | ... | ... | ... | 125·00 | ... | |
| | | Total mileage sanctioned from the 1st January 1902 to the 31st March 1902 | | | | | | | | 106·98 | ... | 134·00 | ... | |
| | | MILEAGE SANCTIONED FROM THE 1ST TO THE 30TH APRIL 1902 | | | | | | | | | | | | |
| | | *Nil.* | | | | | | | | | | | | |

Appendix 6.
Weekly earnings.

# APPEN

## *Gross earnings (average) of individual*
## *and*
## *Proportion of working expenses*

(Referred to in paragraph

*N. B.*—When figures cease to be shown under any railway it is to be understood that such

| Railway. | EAST INDIAN RAILWAY SYSTEM (2101·27 MILES). | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | (*a*) EAST INDIAN (1838·04 MILES). | | | | | | | | (*b*) | | (*c*) | | (*d*) | |
| | East Indian, 5′ 6″. (1838·04 miles). | | Patna-Gya, 5′ 6″. (57·20 miles). | | Naihati, 4′ 0″. (27·25 miles). | | Dildarnagar-Ghazipur, 5′ 6″. (12·00 miles). | | Delhi-Umballa-Kalka, 5′ 6″. (162·24 miles). | | South Behar, 5′ 6″. (78·76 miles). | | Tarkessur, 5′ 6″. (22·23 miles). | |
| Calendar year. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. |
| 1853 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1854 | 131 | 62·18 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1855 | 108 | 51·97 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1856 | 167 | 40·62 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1857 | 232 | 38·12 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1858 | 279 | 46·49 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1859 | 253 | 44·77 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1860 | 231 | 48·36 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1861 | 240 | 46·49 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1862 | 192 | 53·81 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1863 | 222 | 55·01 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1864 | 253 | 50·79 | ... | ... | 36 | 48·88 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1865 | 311 | 44·82 | ... | ... | 41 | 63·28 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1866 | 374 | 44·24 | ... | ... | 36 | 105·15 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1867 | 369 | 48·91 | ... | ... | 45 | 68·81 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1868 | 346 | 44·88 | ... | ... | 57 | 83·60 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1869 | 399 | 44·42 | ... | ... | 60 | 39·64 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1870 | 424 | 43·68 | ... | ... | 60 | 48·77 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1871 | 338 | 43·36 | ... | ... | 55 | 58·07 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1872 | 368 | 41·44 | ... | ... | 53 | 57·14 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1873 | 382 | 38·75 | ... | ... | 60 | 60·06 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1874 | 474 | 35·70 | ... | ... | 61 | 67·22 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1875 | 374 | 39·58 | ... | ... | 57 | 76·42 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1876 | 452 | 35·08 | ... | ... | 54 | 111·15 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1877 | 565 | 31·85 | ... | ... | 64 | 100·47 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1878 | 507 | 35·69 | ... | ... | 64 | 79·41 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1879 | 552 | 32·86 | 121 | 55·84 | 65 | 67·56 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1880 | 549 | 33·04 | 162 | 56·13 | 49 | 105·33 | 56 | 128·33 | ... | ... | ... | ... | ... | ... |
| 1881 | 578 | 31·85 | 173 | 65·11 | 47 | 79·20 | 63 | 99·52 | ... | ... | ... | ... | ... | ... |
| 1882 | 601 | 36·94 | 184 | 60·51 | 51 | 73·05 | 73 | 85·24 | ... | ... | ... | ... | ... | ... |
| 1883 | 630 | 36·05 | 158 | 51·93 | 57 | 69·63 | 80 | 49·87 | ... | ... | ... | ... | ... | ... |
| 1884 | 558 | 37·61 | 174 | 57·48 | 55 | 90·84 | 75 | 58·37 | ... | ... | ... | ... | ... | ... |
| 1885 | 589 | 35·25 | 174 | 52·52 | 54 | 82·08 | 75 | 52·28 | ... | ... | ... | ... | 227 | 52·57 |
| 1886 | 591 | 34·59 | 180 | 52·01 | 59 | 85·29 | 76 | 52·05 | ... | ... | ... | ... | 215 | 52·15 |
| 1887 | 583 | 31·70 | 178 | 46·53 | 65 | 70·57 | 77 | 46·45 | ... | ... | ... | ... | 228 | 49·86 |
| 1888 | 567 | 33·24 | 168 | 47·97 | 74 | 78·39 | 74 | 91·13 | ... | ... | ... | ... | 242 | 51·10 |
| 1889 | 557 | 34·59 | 175 | 48·70 | 73 | 78·18 | ... | ... | ... | ... | ... | ... | 246 | 55·51 |
| 1890 | 538 | 31·35 | 174 | 45·80 | 71 | 78·01 | ... | ... | ... | ... | ... | ... | 248 | 49·64 |
| 1891 | 615 | 27·21 | 204 | 42·76 | 66 | 62·97 | ... | ... | 128 | 48·00 | ... | ... | 264 | 46·42 |
| 1892 | 587 | 28·47 | 193 | 42·94 | ... | ... | ... | ... | 129 | 48·00 | ... | ... | 254 | 47·28 |
| 1893 | 584 | 27·44 | ... | ... | ... | ... | ... | ... | 143 | 48·00 | ... | ... | 245 | 46·86 |
| 1894 | 604 | 30·87 | ... | ... | ... | ... | ... | ... | 159 | 48·00 | ... | ... | 265 | 48·96 |
| 1895 | 603 | 31·07 | ... | ... | ... | ... | ... | ... | 174 | 48·00 | ... | ... | 267 | 48·37 |
| 1896 | 597 | 31·98 | ... | ... | ... | ... | ... | ... | 158 | 48·00 | ... | ... | 271 | 49·88 |
| 1897 | 649 | 29·47 | ... | ... | ... | ... | ... | ... | 186 | 48·00 | ... | ... | 270 | 48·01 |
| 1898 | 658 | 31·70 | ... | ... | ... | ... | ... | ... | 191 | 48·00 | ... | ... | 272 | 49·54 |
| 1899 | 697 | 32·84 | ... | ... | ... | ... | ... | ... | 172 | 48·00 | 101 | 35·00 | 267 | 50·58 |
| 1900 | 703 | 31·78 | ... | ... | ... | ... | ... | ... | 186 | 48·00 | 114 | 35·00 | 288 | 51·61 |
| 1901 | 733 | 30·06 | ... | ... | ... | ... | ... | ... | 213 | 48·00 | 125 | 40·02 | 285 | 52·23 |

* Converted to 5′ 6″ gauge in 1892.

NOTE.—Earnings per mile per week exclude steam-boat

# DIX 6.

## *railways per mile per week*

## *to gross earnings.*

11 of Report.)

railway has been amalgamated with the system by which it has been worked.



2

EASTERN BENGAL STATE RAILWAY SYSTEM (1,090·73 MILES).

| (a) Eastern and Southern sections. 268·04 miles. | | | | (b) Northern, Behar and Dacca sections (586·35 miles). | | | | | | | | (c) | | (d) | | (e) | | Railway. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Eastern and Southern sections. 5′ 6″. (268·04 miles). | | Calcutta and South-Eastern section 5′ 6″. (268·04 miles). | | Northern Bengal State, 3′ 3¾″. (249·25 miles). | | Kaunia-Dharlla, 2′ 6″. (37·03 miles). | | Northn. and Behar sec. 3′ 3¾″ gauge, incig. Kaunia-Dharlla & Santrabari ext. 2′ 6″ gauge. (500·43 miles). | | Dacca section, 3′ 3¾″. (85·92 miles). | | Brahmaputra-Sultangur 3′ 3¾″. (55·19 miles). | | Mymensingh-Jamálpur-Jagannathganj, 3′ 3¾″. (53·37 miles). | | Cooch Behar, 2′ 6″. (33·78 miles). | | |
| Earnings per mile per week. | Proportion of expenses to earnings. | Earnings per mile per week. | Proportion of expenses to earnings. | Earnings per mile per week. | Proportion of expenses to earnings. | Earnings per mile per week. | Proportion of expenses to earnings. | Earnings per mile per week. | Proportion of expenses to earnings. | Earnings per mile per week. | Proportion of expenses to earnings. | Earnings per mile per week. | Proportion of expenses to earnings. | Earnings per mile per week. | Proportion of expenses to earnings. | Earnings per mile per week. | Proportion of expenses to earnings. | Calendar year. |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1853 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1854 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1855 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1856 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1857 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1858 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1859 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1860 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1861 |
| 94 | 55·59 | 36 | 128 39 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1852 |
| 149 | 48·43 | 38 | 131 07 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1863 |
| 175 | 53·67 | 53 | 137·03 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1864 |
| 233 | 48·98 | 75 | 114 32 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1865 |
| 243 | 51·05 | 79 | 118 59 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1866 |
| 279 | 48·71 | 64 | 133 66 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1867 |
| 308 | 46·33 | 60 | 173·12 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1868 |
| 313 | 50·29 | 55 | 145·54 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1869 |
| 335 | 55·69 | 55 | 104·88 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1870 |
| 270 | 56·01 | 40 | 90·82 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1871 |
| 344 | 66 60 | 40 | 92 07 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1872 |
| 377 | 49·08 | 70 | 102·56 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1873 |
| 433 | 52·18 | 68 | 78·35 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1874 |
| 356 | 62·16 | 71 | 80·48 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1875 |
| 401 | 43 66 | 68 | 108·62 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1876 |
| 529 | 41·07 | 79 | 81·74 | 20 | 140·29 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1877 |
| 512 | 43·71 | 83 | 75·08 | 81 | 75·31 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1878 |
| 494 | 45·97 | 92 | 66·44 | 101 | 90·96 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1879 |
| 540 | 44 81 | 98 | 71·32 | 114 | 60·10 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1880 |
| 621 | 40·91 | 104 | 66·43 | 137 | 51·23 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1881 |
| 611 | 40·66 | 130 | 97·42 | 160 | 49·04 | 25 | 92·97 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1882 |
| 466 | 50·14 | 109 | 51·97 | 169 | 49·20 | 33 | 81·49 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1883 |
| * | 54 06 | * | * | 156 | 69·93 | 39 | 78·26 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1884 |
| 380 | 61·25 | † | † | 153 | 70·16 | 31 | 107·29 | ... | ... | 47 | 141·12 | ... | ... | ... | ... | ... | ... | 1885 |
| 403 | 61·97 | ... | ... | 189 | 52 85 | 29 | 122·87 | ... | ... | 56 | 111·47 | ... | ... | ... | ... | ... | ... | 1886 |
| 268 | 52·23 | ... | ... | † | † | † | † | † | † | † | † | ... | ... | ... | ... | ... | ... | 1887 |
| 546 | 47·47 | ... | ... | ... | ... | ... | ... | † | † | † | † | ... | ... | ... | ... | ... | ... | 1888 |
| 563 | 44·60 | ... | ... | ... | ... | ... | ... | † | † | † | † | ... | ... | ... | ... | ... | ... | 1889 |
| 521 | 47·12 | ... | ... | ... | ... | ... | ... | † | † | † | † | ... | ... | ... | ... | ... | ... | 1890 |
| 562 | 43·61 | ... | ... | ... | ... | ... | ... | 181 | 55·48 | 93 | 62·10 | ... | ... | ... | ... | ... | ... | 1891 |
| 562 | 44·32 | ... | ... | ... | ... | ... | ... | 165 | 47·32 | 85 | 64·40 | ... | ... | ... | ... | ... | ... | 1892 |
| 529 | 43·74 | ... | ... | ... | ... | ... | ... | 182 | 45·17 | 96 | 62·41 | ... | ... | ... | ... | 13 | 188·94 | 1893 |
| 621 | 40·33 | ... | ... | ... | ... | ... | ... | 191 | 39 14 | 112 | 54·46 | ... | ... | ... | ... | 35 | 78·71 | 1894 |
| 649 | 35·97 | ... | ... | ... | ... | ... | ... | 199 | 40·29 | 120 | 51·49 | ... | ... | ... | ... | 46 | 63·89 | 1895 |
| 676 | 39·74 | ... | ... | ... | ... | ... | ... | 212 | 40·04 | 115 | 53·27 | ... | ... | ... | ... | 61 | 45·00 | 1896 |
| 678 | 47·48 | ... | ... | ... | ... | ... | ... | 195 | 42·44 | 114 | 55·02 | ... | ... | ... | ... | 51 | 45·00 | 1897 |
| 652 | 41·86 | ... | ... | ... | ... | ... | ... | 201 | 41·88 | 129 | 51·68 | ... | ... | 27 | 45·00 | 57 | 45·00 | 1898 |
| 649 | 49·30 | ... | ... | ... | ... | ... | ... | 218 | 42·21 | 131 | 55·78 | 38 | 45·00 | 35 | 45·00 | 53 | 47·95 | 1899 |
| 689 | 47·25 | ... | ... | ... | ... | ... | ... | 245 | 42·14 | 146 | 58·83 | 58 | 45·00 | 58 | 45·00 | 50 | 43·41 | 1900 |
| 678 | 50·89 | ... | ... | ... | ... | ... | ... | 225 | 46·91 | 157 | 65 12 | 61 | 45·00 | 60 | 45 00 | 72 | 41·48 | 1901 |

* Information not available.
† Included with the Eastern and Southern sections.

P. T. O.

and proportion of expenses to earnings include steam-boat,

# Appendix 6.
Weekly earnings.

# APPEN

*Gross earnings (average) of individual*
*and*
*Proportion of working expenses*
(Referred to in paragraph

*N.B.*—When figures cease to be shown under any railway it is to be understood that such

| Railway. | 3 BENGAL CENTRAL 5′ 6″. (125·01 miles) | | 4 BENGAL-NÁGPUR RAILWAY SYSTEM (1609·22 MILES), BENGAL-NAGPUR (1,552·98 MILES.) Nágpur-Chattisgarh, 3′ 3⅜″. (149·00 miles.) | | Katni-Umaria, 5′ 6″. (37·00 miles.) | | (a) Bengal-Nágpur 5′ 6″ (1,552·98 miles.) | | (b) Raipur. Dhamtari. 2′ 6″ (56·24 miles). | | EAST COAST STATE, 5′ 6″. (807·57 MILES.) | | 5 CALCUTTA PORT COMMISSIONERS' 5′ 6″. (7·65 MILES.) | | 6 OUDH AND ROHILKHAND STATE RAILWAY SYSTEM (1,133·60 MILES.) (a) & (c) Oudh and Rohilkhand State, 5′ 6″ and 3′ 3⅜″. (1101·56 miles.) | | (b) Hardwar-Dehra, 5′ 6″. (32·04 miles.) | | Sind-Punjab and Delhi, 5′ 6″. (602·98 miles.) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Calendar year. | Earnings per mile per week. | Pro: of exp: to earning. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. |
| 1853. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1854. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1855. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1856. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1857. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1858. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1859. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1860. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1861. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 58 | 97·28 |
| 1862. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 112 | 79·59 |
| 1863. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 171 | 83·04 |
| 1864. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 170 | 87·26 |
| 1865. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 101 | 82 18 |
| 1866. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 116 | 76·15 |
| 1867. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 74 | 106·97 | ... | ... | 121 | 89·98 |
| 1868. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 120 | 64·54 | ... | ... | 112 | 95·69 |
| 1869. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 97 | 81·74 | ... | ... | 117 | 80·70 |
| 1870. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 112 | 227·93 | ... | ... | 140 | 76·16 |
| 1871. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 117 | 69·31 | ... | ... | 122 | 99·08 |
| 1872. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 56 | 68·58 | ... | ... | 134 | 85·77 |
| 1873. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 56 | 72·91 | ... | ... | 154 | 68·67 |
| 1874. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 72 | 64·41 | ... | ... | 191 | 55·35 |
| 1875. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 97 | 59·71 | ... | ... | 161 | 64·08 |
| 1876. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 120 | 63·93 | ... | ... | 186 | 67·03 |
| 1877. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 153 | 52·38 | ... | ... | 241 | 57·46 |
| 1878. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 163 | 54·23 | ... | ... | 234 | 64·50 |
| 1879. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 153 | 58·11 | ... | ... | 317 | 60·22 |
| 1880. | ... | ... | 51 | 79·54 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 157 | 57·25 | ... | ... | 352 | 55·92 |
| 1881. | ... | ... | 87 | 76·53 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 173 | 59·91 | ... | ... | 285 | 69·76 |
| 1882. | † | † | 114 | 68·70 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 185 | 65·77 | ... | ... | 285 | 66·00 |
| 1883. | 64 | 136·50 | 170 | 48·19 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 192 | 54·54 | ... | ... | 296 | 57·13 |
| 1884. | 76 | 126·31 | 171 | 57·82 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 182 | 55·90 | ... | ... | 290 | 61·26 |
| 1885. | 82 | 98·46 | 183 | 65·12 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 176 | 65·59 | ... | ... | 373 | 57·35 |
| 1886. | 87 | 102·70 | 184 | 62·51 | 37 | 104·35 | ... | ... | ... | ... | ... | ... | ... | ... | 184 | 56·02 | ... | ... | ... | ... |
| 1887. | 100 | 101·22 | 177 | 59·09 | 41 | 116·41 | ... | ... | ... | ... | ... | ... | ... | ... | 186 | 52·83 | ... | ... | ... | ... |
| 1888. | 110. | 77·82 | ... | ... | ... | ... | 164 | 67·58 | ... | ... | ... | ... | ... | ... | 197 | 57·38 | ... | ... | ... | ... |
| 1889. | 113 | 59·85 | ... | ... | ... | ... | 131 | 80·98 | ... | ... | ... | ... | † | † | 209 | 44·24 | ... | ... | ... | ... |
| 1890. | 103 | 63·18 | ... | ... | ... | ... | 101 | 80·89 | ... | ... | ... | ... | † | † | 205 | 49·14 | ... | ... | ... | ... |
| 1891. | 125 | 59·62 | ... | ... | ... | ... | 129 | 50·81 | ... | ... | ... | ... | † | † | 238 | 42·29 | ... | ... | ... | ... |
| 1892. | 118 | 59·33 | ... | ... | ... | ... | 141 | 50·55 | ... | ... | ... | ... | 838 | 51·68 | 237 | 41·28 | ... | ... | ... | ... |
| 1893. | 121 | 59·80 | ... | ... | ... | ... | 144 | 49·17 | ... | ... | 68 | 84·69 | 939 | 61·59 | 239 | 42·44 | ... | ... | ... | ... |
| 1894. | 126 | 60·92 | ... | ... | ... | ... | 149 | 51·30 | ... | ... | 98 | 89·81 | 1,000 | 57·31 | 262 | 45·47 | ... | ... | ... | ... |
| 1895. | 146 | 57·90 | ... | ... | ... | ... | 153 | 48·49 | ... | ... | 90 | 82·71 | 874 | 54·29 | 248 | 48·95 | ... | ... | ... | ... |
| 1896. | 144 | 62·85 | ... | ... | ... | ... | 142 | 54·03 | ... | ... | 94 | 77·98 | 995 | 50·33 | 209 | 49·97 | ... | ... | ... | ... |
| 1897. | 175 | 56·98 | ... | ... | ... | ... | 138 | 51·94 | ... | ... | 100 | 69·59 | 887 | 62·21 | 186 | 56·59 | ... | ... | ... | ... |
| 1898. | 158 | 64·08 | ... | ... | ... | ... | 143 | 51·10 | ... | ... | 94 | 76 46 | 966 | 65·07 | 190 | 46·12 | ... | ... | ... | ... |
| 1899. | 158 | 61·23 | ... | ... | ... | ... | 152 | 47·96 | ... | ... | 104 | 65·11 | 1,007 | 56·90 | 208 | 45·45 | ... | ... | ... | ... |
| 1900. | 185 | 58·70 | ... | ... | ... | ... | 207 | 40·56 | ... | ... | 143 | 56·10 | 1,202 | 67·48 | 208 | 51·44 | 115 | 50·00 | ... | ... |
| 1901. | 104 | 54·25 | ... | ... | ... | ... | 161 | 52·88 | 25 | 72·13 | ‡ | ‡ | 1,360 | 58·87 | 231 | 45·53 | 128 | 50·00 | ... | ... |

* Converted to 5′ 6″ gauge in 1888.
† Information not available.
‡ Transferred partly to the Madras railway and partly to the Bengal-Nágpur railway.

NOTE.—Earnings per mile per week exclude steam-boat

BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

## DIX 6—*contd.*

*railways per mile per week*

*to gross earnings.*

11 of Report.)

railway has been amalgamated with the system by which it has been worked.



7

NORTH WESTERN STATE RAILWAY SYSTEM. (3,742·92 MILES).

| (a) North Western State (3,117·36 miles.) | | | | | | | | | | | | (b) Southern Punjab, 5′ 6″. (423·93 miles.) | | (c) Rájpura-Bhátinda, 5′ 6″. (107·05 miles.) | | Hyderabad-Shadipalli, 5′ 6″. (55·33 miles). | | (d) Jammu and Kashmir (Native state section) 5′ 6″. (15·92 miles). | | (e) Ludhiana-Dhuri-Jakhal, (78·66 miles.) | | Railways. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Punjab Northern, 5′ 6″. * (446·75 miles.) | | Indus Valley and Kandahar, 5′ 6″. (652·48 miles.) | | Amritsar-Pathankot, 5′ 6″. (64·79 miles.) | | *North Western.* Commercial section. (2046·87 miles) | | *North Western.* Military section. (1070·49 miles) | | *North Western.* Entire line. (3117·36 miles) | | | | | | | | | | | | |
| Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week | Pro: of exp: to earnings. | Earnings per mile per week | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Calendar year. |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1853 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1854 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1855 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1856 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1857 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1858 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1859 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1860 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1861 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1862 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1863 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1864 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1865 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1866 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1867 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1868 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1869 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1870 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1871 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1872 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1873 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1874 |
| 61 | 63·41 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1875 |
| 101 | 77·27 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1876 |
| 130 | 86·81 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1877 |
| 169 | 99·36 | 56 | 122·97 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1878 |
| 345 | 79·52 | 121 | 81·16 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1879 |
| 360 | 83·25 | 209 | 71·15 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1880 |
| 198 | 89·64 | 155 | 78·73 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1881 |
| 151 | 83·74 | 141 | 69·17 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1882 |
| 144 | 81·11 | 203 | 55·55 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1883 |
| 139 | 72·34 | 210 | 49 49 | 67 | 85·78 | ... | ... | ... | ... | ... | ... | ... | ... | 17 | 109·72 | ... | ... | ... | ... | ... | ... | 1884 |
| 165 | 62·69 | 309 | 40·85 | 84 | 80·28 | ... | ... | ... | ... | ... | ... | ... | ... | 59 | 106·09 | ... | ... | ... | ... | ... | ... | 1885 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 259 | 52·71 | ... | ... | 79 | 78·62 | ... | ... | ... | ... | ... | ... | 1886 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 182 | 72·73 | ... | ... | † | † | ... | ... | ... | ... | ... | ... | 1887 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 202 | 67·77 | ... | ... | † | † | ... | ... | ... | ... | ... | ... | 1888 |
| ... | ... | ... | ... | ... | ... | 294 | 57·01 | 90 | 107·75 | 226 | 63·76 | ... | ... | 74 | 55·00 | ... | ... | ... | ... | ... | ... | 1889 |
| ... | ... | ... | ... | ... | ... | 283 | 54·48 | 88 | 110·72 | 219 | 62·82 | ... | ... | 101 | 55 00 | ... | ... | † | † | ... | ... | 1890 |
| ... | ... | ... | ... | ... | ... | 344 | 55·60 | 88 | 122·41 | 261 | 62·98 | ... | ... | 128 | 55·00 | ... | ... | † | † | ... | ... | 1891 |
| ... | ... | ... | ... | ... | ... | 280 | 55·58 | 70 | 131·08 | 208 | 64·25 | ... | ... | 100 | 55·00 | 29 | 105 87 | † | † | ... | ... | 1892 |
| ... | ... | ... | ... | ... | ... | 313 | 60·20 | 74 | 118·83 | 229 | 66·53 | ... | ... | 122 | 55·00 | 43 | 87·41 | † | † | ... | ... | 1893 |
| ... | ... | ... | ... | ... | ... | 347 | 53·11 | 54 | 122 95 | 253 | 60·31 | ... | ... | 224 | 55·00 | 47 | 75·17 | † | † | ... | ... | 1894 |
| ... | ... | ... | ... | ... | ... | 379 | 46·79 | 77 | 116·14 | 274 | 53·30 | ... | ... | 235 | 55·00 | 55 | 72·28 | † | † | ... | ... | 1895 |
| ... | ... | ... | ... | ... | ... | 292 | 54·77 | 78 | 97·77 | 220 | 59 63 | ... | ... | 178 | 55 00 | 61 | 65·67 | † | † | ... | ... | 1896 |
| ... | ... | ... | ... | ... | ... | 309 | 49·73 | 53 | 93·76 | 225 | 54·41 | 35 | 52·00 | 124 | 55 00 | 67 | 71·04 | † | † | ... | ... | 1897 |
| ... | ... | ... | ... | ... | ... | 401 | 45·98 | 67 | 101·26 | 255 | 50·61 | 67 | 52·00 | 125 | 55·00 | 73 | 68·49 | 58 | 55·50 | ... | ... | 1898 |
| ... | ... | ... | ... | ... | ... | 366 | 47·73 | 60 | 123·43 | 232 | 54·32 | 63 | 52·00 | 122 | 55·00 | 74 | 60·73 | 62 | 55·50 | ... | ... | 1899 |
| ... | ... | ... | ... | ... | ... | 275 | 52·34 | 60 | 102·47 | 201 | 58·02 | 74 | 52 00 | 125 | 55·00 | 65 | 65·93 | 67 | 55 50 | ... | ... | 1900 |
| ... | ... | ... | ... | ... | ... | 350 | 45·41 | 69 | 101 15 | 255 | 50·58 | 135 | 51·91 | 155 | 55·00 | ‡ | ‡ | 63 | 55 50 | 68 | 55·00 | 1901 |

* This line which was originally constructed on the 3′ 3⅜″ gauge was converted to 5′ 6″ gauge in 1878.
† Included with the North Western State railway.
‡ Transferred to the Jodhpur-Bikaner railway from the 1st January 1901.
and proportion of expenses to earnings include steam-boat.

P. T. O.

# Appendix 6.
Weekly earnings.

## APPEN

*Gross earnings (average) of individual*
*and*
*Proportion of working expenses*

(Referred to in paragraph

*N.B.*—When figures cease to be shown under any railway it is to be understood that such

8

GREAT INDIAN PENINSULA RAILWAY SYSTEM. (2800·53 MILES.)

| Railway. | (a) Great Indian Peninsula, 5′ 6″. (1358 89 miles). | | Dhond-Manmád 5′ 6″. (144·50 miles.) | | Wardha Coal, 5′ 6″. (44·88 miles.) | | (b) Khámgaon, 5′ 6″. (7·89 miles.) | | (c) Amraoti, 5′ 6″. (5·72 miles). | | (d) Indian Midland. Sindia, 5′ 6″. (74·88 miles.) | | Indian-Midland, 5′ 6″ (796·26 miles) | | (e) Bina-Goona-Bárán, 5′ 6″. (145·59 miles). | | (f) Bhopal-Ujjain, 5′ 6″. (113·27 miles | | (g) Bhopal-Itársi (57·39 miles). British section, 5′ 6″. (13·11 miles). | | Native state section, 5′ 6″. (44·28 miles). | | (h) Gwalior Light, 2′ 0″. (126·14 miles). | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Calendar year. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week | Pro: of exp: to earnings. |
| 1853 | 119 | 45·90 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1854 | 88 | 60·81 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1855 | 89 | 70 21 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1856 | 113 | 42 17 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1857 | 158 | 45·27 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1858 | 173 | 42·19 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1859 | 172 | 51 19 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1860 | 144 | 60·97 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1861 | 139 | 76·35 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1862 | 149 | 62·02 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1863 | 175 | 67 55 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1864 | 119 | 72·07 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1865 | 414 | 59·54 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1866 | 357 | 58·07 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1867 | 368 | 55 69 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1868 | 357 | 61·80 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1869 | 748 | 67·79 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1870 | 300 | 62·25 | ... | ... | ... | ... | 31 | 186·29 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1871 | 307 | 63·03 | ... | ... | ... | ... | 56 | 88·90 | 70 | 73·13 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1872 | 284 | 64·25 | ... | ... | ... | ... | 31 | 69·63 | 74 | 88·03 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1873 | 284 | 64·09 | ... | ... | ... | ... | 81 | 88·69 | 77 | 115·01 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1874 | 303 | 59·17 | ... | ... | 23 | 104·95 | 127 | 52·64 | 101 | 96·26 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1875 | 324 | 47·28 | ... | ... | 31 | 106·68 | 174 | 68·55 | 186 | 77·51 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1876 | 369 | 47·60 | ... | ... | 23 | 116·94 | 132 | 72·43 | 212 | 41·55 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1877 | 492 | 48·30 | ... | ... | 67 | 70·25 | 154 | 61·72 | 257 | 34·19 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1878 | 429 | 48·91 | 24 | 131·01 | 54 | 93·84 | 191 | 40·65 | 286 | 43·74 | 54 | 133 30 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1879 | 383 | 59·64 | 62 | 105·92 | 69 | 81·64 | 146 | 100·69 | 224 | 76·86 | 39 | 134·95 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1880 | 372 | 55·49 | 91 | 87·31 | 65 | 152·90 | 98 | 84·44 | 163 | 92·85 | 58 | 88·05 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1881 | 426 | 49·40 | * | * | 197 | 104·35 | * | * | * | * | 81 | 77·35 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1882 | 470 | 48·00 | * | * | 255 | 76·80 | * | * | * | * | 85 | 71·99 | ... | ... | ... | ... | ... | ... | 70† | 81·90† | ... | ... | ... | ... |
| 1883 | 466 | 48·67 | 109 | 76·65 | 126 | 59·80 | 151 | 64·14 | 308 | 53·84 | 87 | 52·82 | ... | ... | ... | ... | ... | ... | 43† | 135·72† | ... | ... | ... | ... |
| 1884 | 502 | 52·31 | 116 | 76·77 | 121 | 64·80 | 113 | 72·16 | 246 | 55·79 | 95 | 53·14 | ... | ... | ... | ... | ... | ... | 40† | 104·13† | ... | ... | ... | ... |
| 1885 | 467 | 50·46 | ... | ... | 108 | 80·66 | ... | ... | ... | ... | 101 | 49·33 | ... | ... | ... | ... | ... | ... | * | * | * | * | ... | ... |
| 1886 | 503 | 46·49 | ... | ... | 114 | 92·23 | ... | ... | ... | ... | 101 | 49·69 | 56 | 82·03 | ... | ... | ... | ... | * | * | * | * | ... | ... |
| 1887 | 511 | 46·84 | ... | ... | 125 | 80·76 | ... | ... | ... | ... | 117 | 46·62 | 81 | 80·63 | ... | ... | ... | ... | * | * | * | * | ... | ... |
| 1888 | 526 | 46·96 | ... | ... | 135 | 74·21 | ... | ... | ... | ... | 95 | 47·74 | 99 | 72·53 | ... | ... | ... | ... | * | * | * | * | ... | ... |
| 1889 | 494 | 51·42 | ... | ... | 142 | 51·24 | ... | ... | ... | ... | ... | ... | 92 | 77·32 | ... | ... | ... | ... | 117 | 106·85 | 117 | 106·85 | ... | ... |
| 1890 | 508 | 49·80 | ... | ... | 140 | 63·46 | ... | ... | ... | ... | ... | ... | 86 | 80·80 | ... | ... | ... | ... | 130 | 118·88 | 130 | 118·88 | ... | ... |
| 1891 | 584 | 48·25 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 115 | 67·51 | ... | ... | ... | ... | 200 | 62·50 | 199 | 62·50 | ... | ... |
| 1892 | 525 | 49·93 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 124 | 61·45 | ... | ... | ... | ... | 226 | 63·16 | 195 | 62·96 | ... | ... |
| 1893 | 501 | 53·57 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 123 | 61·87 | ... | ... | ... | ... | 251 | 69·17 | 185 | 69·17 | ... | ... |
| 1894 | 468 | 55·18 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 144 | 57·83 | ... | ... | ... | ... | 237 | 61·98 | 166 | 61·97 | ... | ... |
| 1895 | 436 | 56·38 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 124 | 63·30 | 19 | 54·42 | 2 | 50·00 | 209 | 67·68 | 138 | 67·67 | ... | ... |
| 1896 | 444 | 55·20 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 134 | 58·41 | 24 | 59·60 | 63 | 51·17 | 241 | 61·75 | 157 | 61·63 | ... | ... |
| 1897 | 367 | 66·96 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 150 | 56·16 | 27 | 57·57 | 63 | 50·40 | 223 | 59·84 | 144 | 59·84 | ... | ... |
| 1898 | 450 | 59·49 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 147 | 55·35 | 35 | 55·36 | 71 | 50·82 | 284 | 58·81 | 181 | 58·90 | ... | ... |
| 1899 | 462 | 55·76 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 152 | 57·03 | 43 | 52·83 | 99 | 52·28 | 307 | 59·89 | 194 | 59·88 | 6 | 258·32 |
| 1900 | 439 | 52·49 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 213 | 46·23 | 57 | 49·29 | 161 | 50·79 | 375 | 50·12 | 232 | 50·06 | 13 | 100·16 |
| 1901 | 1036 | 48·03 | ... | ... | ... | ... | 241 | 52·74 | 730 | 53·73 | ... | ... | 398 | 48·43 | 67 | 51·34 | 185 | 52·00 | 430 | 50·75 | 254 | 50·64 | 13 | 100·63 |

* Included with the Great Indian Peninsula railway.
† Represent earnings and expenses of both sections of the Bhopal-Itársi railway.

Note.—Earnings per mile per week exclude steam-boat

## DIX 6—*contd.*



*railways per mile per week*

*to gross earnings.*

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railway has been amalgamated with the system by which it has been worked.

9

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM. (2,748'23 MILES.)

| (a) Bombay, Baroda and Central India, 5' 6". (460'90 miles). | | (b) Tápti Valley, 5' 6". (155'48 miles). | | Gaekwar's Petlád, 5' 6". (13'35 miles). | | (c) Nágdá-Ujjain, 5' 6". (34'32 miles). | | (d) Petlad-Cambay (Anand-Tarapur section). 5' 6" (21'50 miles). | | (e) Petlád-Cambay (Tarapur-Cambay section.) 5' 6". (10'92 miles). | | (f) Godhra-Rutlam-Nágdá, 5' 6". (141'14 miles). | | (g) RAJPUTANA-MALWA. (1,643'19 MILES. | | | | | | Railway. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | Rajputana-Malwa, 3' 3⅜". (1643'19 miles). | | Holkar and Sindia-Neemuch, 3' 3⅜". (289'00 miles). | | Western Rajputana, 3' 3⅜". (82'63 miles). | | |
| Earnings per mile per week. | Prop: of exp: to earnings. | Earnings per mile per week. | Prop: of exp: to earnings. | Earnings per mile per week. | Prop: of exp: to earnings. | Earnings per mile per week. | Prop: of exp: to earnings. | Earnings per mile per week. | Prop: of exp: to earnings. | Earnings per mile per week. | Prop: of exp: to earnings. | Earnings per mile per week. | Prop: of exp: to earnings. | Earnings per mile per week. | Prop: of exp: to earnings. | Earnings per mile per week. | Prop: of exp: to earnings. | Earnings per mile per week. | Prop: of exp: to earnings. | Calendar year. |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1853 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1854 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1855 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1856 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1857 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1858 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1859 |
| 49 | 70'17 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1860 |
| 73 | 54'97 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1861 |
| 94 | 50'14 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1862 |
| 138 | 49'51 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1863 |
| 156 | 85'33 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1864 |
| 223 | 63'83 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1865 |
| 278 | 71'93 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1866 |
| 291 | 66'56 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1867 |
| 287 | 73'66 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1868 |
| 307 | 74'32 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1869 |
| 327 | 60'54 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1870 |
| 300 | 59'98 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1871 |
| 290 | 59'97 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1872 |
| 260 | 59'23 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 32 | 96'59 | ... | ... | ... | ... | 1873 |
| 265 | 52'12 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 69 | 80'37 | 60 | 84'02 | ... | ... | 1874 |
| 285 | 54'41 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 98 | 64'04 | 123 | 91'71 | ... | ... | 1875 |
| 296 | 54'74 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 114 | 65'40 | 99 | 92'87 | ... | ... | 1876 |
| 345 | 41'97 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 130 | 67'99 | 86 | 76'86 | ... | ... | 1877 |
| 298 | 46'61 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 136 | 61'97 | 122 | 67'50 | ... | ... | 1878 |
| 309 | 46'97 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 153 | 66'74 | 128 | 74'53 | 86 | 86'08 | 1879 |
| 355 | 42'57 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 152 | 66'88 | 118 | 74'74 | 151 | 85'79 | 1880 |
| 423 | 41'04 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 189 | 60'41 | 132 | 69'11 | ... | ... | 1881 |
| 427 | 50'76 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 188 | 53'07 | ... | ... | ... | ... | 1882 |
| 497 | 43'10 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 219 | 52'18 | ... | ... | ... | ... | 1883 |
| 509 | 42'95 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 223 | 56'92 | ... | ... | ... | ... | 1884 |
| 548 | 43'11 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 224 | 52'81 | ... | ... | ... | ... | 1885 |
| 564 | 41'12 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 212 | 50'27 | ... | ... | ... | ... | 1886 |
| 508 | 41'89 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 191 | 50'84 | ... | ... | ... | ... | 1887 |
| 532 | 44'11 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 215 | 48'26 | ... | ... | ... | ... | 1888 |
| 552 | 42'44 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 230 | 45'82 | ... | ... | ... | ... | 1889 |
| 540 | 42'06 | ... | ... | 71 | 36'08 | ... | ... | ... | ... | ... | ... | ... | ... | 200 | 50'41 | ... | ... | ... | ... | 1890 |
| 590 | 41'23 | ... | ... | 85 | 38'51 | ... | ... | ... | ... | ... | ... | ... | ... | 251 | 43'47 | ... | ... | ... | ... | 1891 |
| 594 | 42'92 | ... | ... | 88 | 43'25 | ... | ... | ... | ... | ... | ... | ... | ... | 257 | 41'01 | ... | ... | ... | ... | 1892 |
| 630 | 36'55 | ... | ... | 92 | 36'47 | ... | ... | ... | ... | ... | ... | 50 | 41'61 | 259 | 41'12 | ... | ... | ... | ... | 1893 |
| 665 | 36'85 | ... | ... | 100 | 36'79 | ... | ... | ... | ... | ... | ... | 106 | 40'64 | 285 | 38'19 | ... | ... | ... | ... | 1894 |
| 732 | 37'69 | ... | ... | 106 | 36'96 | ... | ... | ... | ... | ... | ... | 184 | 57'01 | 269 | 40'29 | ... | ... | ... | ... | 1895 |
| 676 | 45'07 | ... | ... | 169 | 29'52 | 49 | 56'36 | ... | ... | ... | ... | 189 | 62'27 | 227 | 44'35 | ... | ... | ... | ... | 1896 |
| 595 | 54'63 | ... | ... | 93 | 47'56 | 58 | 54'36 | ... | ... | ... | ... | 146 | 72'02 | 212 | 46'60 | ... | ... | ... | ... | 1897 |
| 662 | 44'89 | 18 | 48'70 | 74 | 44'92 | 73 | 44'83 | ... | ... | ... | ... | 181 | 51'14 | 241 | 42'83 | ... | ... | ... | ... | 1898 |
| 729 | 46'81 | 71 | 47'40 | 102 | 44'37 | 83 | 47'18 | ... | ... | ... | ... | 172 | 58'34 | 285 | 42'06 | ... | ... | ... | ... | 1899 |
| 734 | 52'50 | 84 | 44'00 | 127 | 52'86 | 141 | 51'96 | ... | ... | ... | ... | 219 | 46'84 | 317 | 43'18 | ... | ... | ... | ... | 1900 |
| 665 | 44'06 | 74 | 43'01 | ... | ... | 63 | 40'19 | 101 | 44'47 | 40 | 50'46 | 156 | 45'15 | 313 | 46'29 | ... | ... | ... | ... | 1901 |

and proportion of expenses to earnings include steam-boat.

P. T. O.

# Appendix 6.
Weekly earnings.

# APPEN

*Gross earnings (average) of individual*
*and*
*Proportion of working expenses*

(Referred to in paragraph

*N. B.*—When figures cease to be shown under any railway it is to be understood that such

9
BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*concld.*
(2,748·23 MILES).

| Railway. | (*g*) Rajputana-Malwa—*concld.* (1,643·19 miles). | | | | | | | | | | (*h*) Gaekwar's Mehsána, 3′ 3⅜″. (92·63 miles). | | (*i*) Ahmedabad-Paránt|j, 3′ 3⅜″. (54·70 miles). | | (*j*) Palánpur-Deesa, 3′ 3⅜″. (17·28 miles). | | (*k*) Gaekwar's Dabhoi, 2′ 6″. (78·80 miles). | | (*l*) Rajpipla, 2′ 6″. (37·37 miles). | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Rewari-Ferozepore, 3′ 3⅜″. (240·73 miles). | | Muttra-Hathras, 3′ 3⅜″. (29·00 miles). | | Cawnpore-Farukhabad, 3′ 3⅜″ (86·50 miles). | | Muttra-Achnera, 3′ 3⅜″ (22·75 miles). | | Cawnpore-Achnera, 3′ 3⅜″ (253·23 miles). | | | | | | | | | | | |
| Calendar year. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. |
| 1853 | ... | ... | ... | ... | .... | ... | .. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1854 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1855 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1856 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | .. | ... | ... | ... | ... | ... |
| 1857 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | .. | ... | ... | ... | ... | ... | ... |
| 1858 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1859 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1860 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1861 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1862 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | .. | ... | ... | ... | ... | ... | ... | ... |
| 1863 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1864 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1865 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | .. | ... | ... | ... | ... | ... | ... | ... |
| 1866 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1867 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1868 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1869 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1870 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1871 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1872 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | .. |
| 1873 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 21 | 98·34 | ... | ... |
| 1874 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 32 | 75·78 | ... | ... |
| 1875 | ... | ... | 108 | 58·18 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 33 | 78·11 | ... | ... |
| 1876 | ... | ... | 55 | 57·74 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 38 | 75·35 | ... | ... |
| 1877 | ... | ... | 66 | 54·86 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 45 | 78·20 | ... | ... |
| 1878 | ... | ... | 65 | 53·33 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 43 | 62·42 | ... | ... |
| 1879 | ... | ... | 83 | 54·97 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 46 | 56·15 | ... | ... |
| 1880 | ... | ... | 89 | 57·35 | 18 | 233·15 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 51 | 49·44 | ... | ... |
| 1881 | ... | ... | 90 | 69·19 | 65 | 69·76 | 39 | 89·01 | ... | ... | ... | ... | ... | ... | ... | ... | 46 | 65·41 | ... | ... |
| 1882 | ... | ... | 84 | 76·97 | 80 | 67·36 | 57 | 86·42 | ... | ... | ... | ... | ... | ... | ... | ... | 47 | 67·54 | ... | ... |
| 1883 | 75 | 81·28 | ... | ... | ... | ... | ... | ... | *80 | 63·98 | ... | ... | ... | ... | ... | ... | 48 | 73·75 | ... | ... |
| 1884 | 96 | 67·28 | ... | ... | ... | ... | ... | ... | 81 | 69·17 | ... | ... | ... | ... | ... | ... | 49 | 67·43 | ... | ... |
| 1885 | ... | ... | ... | ... | ... | ... | ... | ... | 70 | 87·87 | ... | ... | ... | ... | ... | ... | 50 | 63·47 | ... | ... |
| 1886 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 50 | 74·37 | ... | ... |
| 1887 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 33 | 80·05 | ... | ... | ... | ... | 51 | 69·73 | ... | ... |
| 1888 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 43 | 64·90 | ... | ... | ... | ... | 48 | 69·91 | ... | ... |
| 1889 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 37 | 61·82 | ... | ... | ... | ... | 47 | 65·45 | ... | ... |
| 1890 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 41 | 60 66 | ... | ... | ... | ... | 57 | 61 76 | ... | ... |
| 1891 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 49 | 45·53 | ... | ... | ... | ... | 54 | 66·13 | ... | ... |
| 1892 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 54 | 40·92 | ... | .. | ... | ... | 64 | 55·36 | ... | ... |
| 1893 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 70 | 41·12 | ... | ... | 33 | 44·87 | 68 | 47·44 | ... | ... |
| 1894 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 79 | 37·79 | ... | ... | 42 | 38·35 | 65 | 60·29 | ... | ... |
| 1895 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 70 | 46·18 | ... | ... | 42 | 40·17 | 63 | 58·73 | ... | ... |
| 1896 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 88 | 35·91 | ... | ... | 57 | 43·50 | 69 | 51·44 | ... | ... |
| 1897 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 70 | 46·58 | 46 | 46·92 | 48 | 46·55 | 56 | 76·94 | 11 | 214·53 |
| 1898 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 72 | 42·55 | 33 | 42·70 | 43 | 42·50 | 51 | 112·65 | 11 | 186 33 |
| 1899 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 79 | 42·40 | 74 | 42·23 | 50 | 42·37 | 60 | 64·40 | 22 | 76·32 |
| 1900 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 89 | 44·75 | 93 | 41·17 | 53 | 43·66 | 57 | 73·82 | 25 | 75·46 |
| 1901 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 81 | 45·16 | 62 | 44·00 | 41 | 45·87 | 62 | 71·08 | 24 | 77·77 |

* Includes the Muttra-Hathras, Cawnpore-Farukhabad and Muttra-Achnera railways.

Note.—Earnings per mile per week exclude steam-boat

# DIX 6—*contd.*



*railways per mile per week*

*to gross earnings.*

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railway has been amalgamated with the system by which it has been worked.

| 10 NIZAM'S GUARANTEED STATE RAILWAY SYSTEM. (743·02 MILES.) | | | | 11 MADRAS RAILWAY SYSTEM. (1374·20 MILES.) | | | | | | 12 BENGAL DOOARS. (110·70 MILES.) | | | | 13 DIBRU-SADIYA. (88·50 MILES.) | | | | 14 ASSAM-BENGAL. 3′ 3⅜″. (589·21 MILES.) | | 15 DEOGHUR, 3′ 3⅜″. (4·79 MILES.) | | RAILWAY. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| (*a*) & (*b*) Nizam's Guaranteed State, 5′ 6″. (531·60 MILES). | | (*c*) Hyderabad-Gódávari Valley, 3′ 3⅜″. (391·42 MILES) | | (*a*) and (*b*) Madras, 5′ 6″. (1370·39* miles.) | | (*c*) Kolar Gold-fields, 5′ 6″. (9·88 miles.) | | (*d*) Nilgiri, 3′ 3⅜″. (16·90 miles.) | | (*a*) Bengal Dooars, 3′ 3⅜″. (36·40 miles.) | | (*b*) Bengal Dooars extensions, 3′ 3⅜″ (74·30 miles.) | | (*a*) Dibru-Sadiya, 3′ 3⅜″. (77·50 miles.) | | (*b*) Ledo and Tikak-Margherita Colliery, 3′ 3⅜″. (11·00 miles.) | | | | | | |
| Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earning per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Calendar Year. |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1853 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1854 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1855 |
| ... | ... | ... | ... | 75 | 51·66 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1856 |
| ... | ... | ... | ... | 91 | 47·13 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1857 |
| ... | ... | ... | ... | 93 | 55·53 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1858 |
| ... | ... | ... | ... | 122 | 60·35 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1859 |
| ... | ... | ... | ... | 117 | 73·50 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1860 |
| ... | ... | ... | ... | 91 | 71·08 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1861 |
| ... | ... | ... | ... | 84 | 74·02 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1862 |
| ... | ... | ... | ... | 110 | 68·57 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1863 |
| ... | ... | ... | ... | 133 | 49·62 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1864 |
| ... | ... | ... | ... | 145 | 45·69 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1865 |
| ... | ... | ... | ... | 147 | 45·62 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1866 |
| ... | ... | ... | ... | 153 | 43·47 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1867 |
| ... | ... | ... | ... | 181 | 41·48 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1868 |
| ... | ... | ... | ... | 171 | 49·16 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1869 |
| ... | ... | ... | ... | 146 | 52·84 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1870 |
| ... | ... | ... | ... | 139 | 51·27 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1871 |
| ... | ... | ... | ... | 143 | 52·19 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1872 |
| ... | ... | ... | ... | 157 | 56·94 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1873 |
| 79 | 95·01 | ... | ... | 132 | 64·67 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1874 |
| 79 | 113·57 | ... | ... | 144 | 70·28 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1875 |
| 92 | 85·72 | ... | ... | 159 | 64·38 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1876 |
| 132 | 77·53 | ... | ... | 225 | 59·26 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1877 |
| 126 | 85·87 | ... | ... | 148 | 76·05 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1878 |
| 110 | 87·01 | ... | ... | 148 | 68·68 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1879 |
| 112 | 68·08 | ... | ... | 138 | 68·24 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1880 |
| 120 | 61·32 | ... | ... | 141 | 67·11 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1881 |
| 141 | 56·35 | ... | ... | 155 | 62·84 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1882 |
| 137 | 72·12 | ... | ... | 148 | 61·90 | ... | ... | ... | ... | ... | ... | ... | ... | 52 | 171·70 | ... | ... | ... | ... | 79 | 68·00 | 1883 |
| 155 | 63·02 | ... | ... | 160 | 58·89 | ... | ... | ... | ... | ... | ... | ... | ... | 67 | 131·61 | ... | ... | ... | ... | 83 | 54·90 | 1884 |
| 178 | 56·26 | ... | ... | 171 | 57·18 | ... | ... | ... | ... | ... | ... | ... | ... | 62 | 123·03 | ... | ... | ... | ... | 88 | 58·69 | 1885 |
| 143 | 49·71 | ... | ... | 178 | 59·46 | ... | ... | ... | ... | ... | ... | ... | ... | 81 | 80·65 | ... | ... | ... | ... | 100 | 53·06 | 1886 |
| 143 | 64·31 | ... | ... | 189 | 64·76 | ... | ... | ... | ... | ... | ... | ... | ... | 94 | 74·68 | ... | ... | ... | ... | 98 | 50·64 | 1887 |
| 118 | 57·35 | ... | ... | 195 | 58·72 | ... | ... | ... | ... | ... | ... | ... | ... | 105 | 76·09 | ... | ... | ... | ... | 104 | 55·37 | 1888 |
| 129 | 66·90 | ... | ... | 209 | 58·97 | ... | ... | ... | ... | ... | ... | ... | ... | 114 | 72·26 | ... | ... | ... | ... | 115 | 55·51 | 1889 |
| 140 | 59·74 | ... | ... | 218 | 52·44 | ... | ... | ... | ... | ... | ... | ... | ... | 127 | 65·59 | ... | ... | ... | ... | 105 | 58·17 | 1890 |
| 151 | 54·70 | ... | ... | 214 | 58·20 | ... | ... | ... | ... | ... | ... | ... | ... | 123 | 65·80 | ... | ... | ... | ... | 125 | 50·49 | 1891 |
| 151 | 52·35 | ... | ... | 221 | 55·40 | ... | ... | ... | ... | ... | ... | ... | ... | 127 | 68·10 | ... | ... | ... | ... | 108 | 64·00 | 1892 |
| 136 | 53·08 | ... | ... | 241 | 48·39 | ... | ... | ... | ... | 69 | 49·80 | ... | ... | 127 | 70·13 | ... | ... | ... | ... | 152 | 49·47 | 1893 |
| 177 | 50·20 | ... | ... | 237 | 52·06 | 249 | 61·37 | ... | ... | 109 | 49·20 | ... | ... | 132 | 63·18 | ... | ... | ... | ... | 118 | 67·17 | 1894 |
| 185 | 53·77 | ... | ... | 257 | 47·55 | 294 | 56·60 | ... | ... | 125 | 49·73 | ... | ... | 149 | 55·16 | ... | ... | 64 | 103·75 | 130 | 54·46 | 1895 |
| 187 | 50·02 | ... | ... | 249 | 50·50 | 299 | 59·25 | ... | ... | 136 | 51·26 | ... | ... | 161 | 51·76 | ... | ... | 71 | 94·63 | 120 | 61·69 | 1896 |
| 205 | 48·67 | ... | ... | 263 | 47·65 | 402 | 56·77 | ... | ... | 145 | 49·27 | ... | ... | 192 | 68·12 | 88 | 82·51 | 63 | 92·71 | 122 | 63·22 | 1897 |
| 221 | 44·20 | ... | ... | 246 | 49·51 | 392 | 59·82 | ... | ... | 135 | 57·40 | ... | ... | 194 | 63·85 | 142 | 93·22 | 86 | 95·83 | 129 | 79·44 | 1898 |
| 240 | 43·45 | 48 | 41·82 | 240 | 52·43 | 342 | 68·01 | 175 | 76·06 | 137 | 55·41 | ... | ... | 213 | 47·68 | 162 | 65·04 | 75 | 80·08 | 134 | 79·92 | 1899 |
| 286 | 41·52 | 70 | 60·41 | 254 | 51·75 | 402 | 67·88 | 200 | 42·83 | 168 | 43·06 | 13 | 72·31 | 224 | 48·67 | 169 | 72·64 | 75 | 78·69 | 140 | 78·87 | 1900 |
| 276 | 35·59 | 90 | 54·07 | 372 | 31·62 | 421 | 57·79 | 275 | 42·87 | 156 | 43·27 | 47 | 60·92 | 230 | 49·03 | 123 | 84·15 | 70 | 78·60 | 232 | 61·45 | 1901 |

* Includes 2·97 miles (3′3⅜″ gauge) worked over by the Southern Mahratta railway.

and proportion of expenses to earnings include steam-boat.

## Appendix 6.
Weekly earnings.

# APPEN

*Gross earnings (average) of individual*
*and*
*Proportion of working expenses*

(Referred to in paragraph

*N.B.*—When figures cease to be shown under any railway it is to be understood that such

| Railway. | 16 BENGAL AND NORTH-WESTERN RAILWAY SYSTEM. (1,280·19 MILES.) | | | | | | 17 ROHILKUND AND KUMAON RAILWAY SYSTEM. (324·59 MILES.) | | | | | | | | | | JODHPUR. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | (a) Bengal and North Western, 3′ 3⅜″. (1,262·10 miles.) | | (b) Tirhoot, 3′ 3⅜″. (273·00 miles.) | | (c) Sagauli-Raxaul, 3′ 3⅜″. (18·09 miles.) | | (a) Rohilkund and Kumaon, 3′ 3⅜″. (53·92 miles.) | | (b) LUCKNOW-BAREILLY. (231·17 MILES.) Bareilly-Pilibhit, 3′ 3⅜″. (36·00 miles.) | | (b) LUCKNOW-BAREILLY. (231·17 MILES.) Lucknow-Sitapur-Seraman, 3′ 3⅜″ (104·59 miles.) | | (b) LUCKNOW-BAREILLY. (231·17 MILES.) Lucknow-Bareilly, 3′ 3⅜″. (231·17 miles.) | | (c) POWAYAN LIGHT 2′ 6″ (39·50 MILES). | | (a) Jodhpur section, 3′ 3⅜″. (454·94 miles.) | |
| Calendar year. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. |
| 1853 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1854 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1855 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1856 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1857 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1858 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1859 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1860 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1861 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1862 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1863 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1864 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1865 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1866 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1867 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1868 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1869 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1870 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1871 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1872 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1873 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1874 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1875 | ... | ... | 39 | 107·62 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1876 | ... | ... | 71 | 68·67 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1877 | ... | ... | 77 | 69·85 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1878 | ... | ... | 108 | 75·34 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1879 | ... | ... | 113 | 76·49 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1880 | ... | ... | 102 | 56·40 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1881 | ... | ... | 119 | 59·57 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1882 | ... | ... | 136 | 61·50 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | * | * |
| 1883 | ... | ... | 103 | 70·90 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 42 | 42·74 |
| 1884 | 29 | 133·76 | 105 | 77·60 | ... | ... | 51 | 95·16 | 32 | 91·81 | ... | ... | ... | ... | ... | ... | 39 | 50·59 |
| 1885 | 72 | 49·32 | 98 | 71·90 | ... | ... | 68 | 66·40 | 44 | 83·79 | ... | ... | ... | ... | ... | ... | 54 | 34·30 |
| 1886 | 106 | 56·36 | 109 | 66·56 | ... | ... | 86 | 58·75 | 53 | 77·46 | 45 | 76·29 | ... | ... | ... | ... | 62 | 35·20 |
| 1887 | 90 | 56·94 | 122 | 59·62 | ... | ... | 92 | 63·42 | 52 | 71·47 | 46 | 73·49 | ... | ... | ... | ... | 55 | 39·86 |
| 1888 | 102 | 55·25 | 123 | 55·80 | ... | ... | 96 | 57·46 | 50 | 70·31 | 47 | 70·81 | ... | ... | ... | ... | 56 | 46·91 |
| 1889 | 103 | 52·35 | 122 | 48·42 | ... | ... | 107 | 56·98 | 59 | 66·45 | 59 | 65·10 | ... | ... | ... | ... | 56 | 46·50 |
| 1890 | 121 | 44·08 | ... | ... | ... | ... | 90 | 52·04 | 64 | 66·08 | 62 | 72·78 | ... | ... | ... | ... | 58 | 47·09 |
| 1891 | 121 | 40·04 | ... | ... | ... | ... | 112 | 58·22 | ... | ... | ... | ... | 56 | 65·05 | ... | ... | 66 | 45·44 |
| 1892 | 120 | 41·12 | ... | ... | ... | ... | 127 | 54·17 | ... | ... | ... | ... | 66 | 59·72 | ... | ... | 74 | 44·14 |
| 1893 | 123 | 43·20 | ... | ... | ... | ... | 124 | 56·78 | ... | ... | ... | ... | 67 | 62·29 | ... | ... | 52 | 47·83 |
| 1894 | 130 | 41·79 | ... | ... | ... | ... | 134 | 52·91 | ... | ... | ... | ... | 87 | 59·25 | ... | ... | 65 | 38·09 |
| 1895 | 133 | 42·45 | ... | ... | ... | ... | 118 | 62·18 | ... | ... | ... | ... | 74 | 61·90 | ... | ... | 58 | 41·60 |
| 1896 | 134 | 43·97 | ... | ... | .. | ... | 125 | 63·79 | ... | ... | ... | ... | 75 | 63·32 | ... | ... | 70 | 36·60 |
| 1897 | 128 | 43·78 | .. | ... | ... | ... | 124 | 59·33 | ... | ... | ... | ... | 69 | 59·42 | ... | ... | 67 | 33·66 |
| 1898 | 129 | 43·37 | ... | ... | ... | ... | 135 | 52·24 | ... | ... | ... | ... | 94 | 51·62 | ... | ... | 73 | 42·22 |
| 1899 | 131 | 46·67 | ... | ... | 30 | 40·00 | 136 | 49·74 | ... | ... | ... | ... | 114 | 50·21 | ... | ... | 102 | 38·88 |
| 1900 | 128 | 49·56 | ... | ... | 30 | 52·62 | 156 | 48·64 | | ... | ... | ... | 107 | 48·72 | ... | ... | 81 | 44·27 |
| 1901 | 140 | 44·51 | ... | ... | 40 | 63·44 | 112 | 45·38 | ... | ... | ... | ... | 123 | 44·76 | 33 | 70·00 | 66 | 54·39 |

NOTE.—Earnings per mile per week exclude steam-boat

# DIX 6—*contd.*



*railways per mile per week.*

*to gross earnings.*

11 of Report.)

railway has been amalgamated with the system by which it has been worked.

| 18 BIKANER RAILWAY SYSTEM. (736·27 MILES.) | | | | 19 UDAIPUR CHITOR 3′ 3⅜″. (67·30 MILES.) | | 20 BHÁVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM. (455·18 MILES.) | | | | | | | | 21 SOUTHERN MAHRATTA RAILWAY SYSTEM. (1,592·10 MILES.) | | | | | | Railway. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| (b) Bikaner section 3′ 3⅜″. (157·35 miles.) | | (c) Jodhpur-Hyderabad (British section). 3′ 3⅜″. (123·98 miles.) | | | | (a) Bhávnagar-Gondal-Junágad-Porbandar 3′ 3⅜″. (333·84 miles.) | | (b) Jámnagar, 3′ 3⅜″. (54·28 miles.) | | (c) Jetalsar-Rájkot, 3′ 3⅜″. (45·23 miles.) | | (d) Dhrángadrá 3′ 3⅜″. (20·83 miles.) | | (a) Southern Mahratta, 3′ 3⅜″. (1,042·94 miles.) | | (b) Mysore section. 3′ 3⅜″. (296·36 miles.) | | (c) Guntakul-Mysore frontier, 3′ 3⅜″. (119·50 miles.) | | |
| Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Calendar year. |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1853 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1854 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1855 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1856 |
| ... | ... | ... | ... | ... | .. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1857 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1858 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | .. | ... | 1859 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1860 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | .. | ... | 1861 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1862 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1863 |
| ... | ... | ... | ... | ... | .. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1864 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1865 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1866 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1867 |
| ... | ... | ... | ... | ... | ... | .. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1868 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | .. | ... | ... | ... | ... | ... | ... | ... | 1869 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1870 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1871 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1872 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1873 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1874 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1875 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1876 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1877 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1878 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1879 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1880 |
| ... | ... | ... | ... | ... | ... | 78 | 70·18 | ... | ... | ... | ... | ... | ... | ... | ... | 51 | 59·13 | ... | ... | 1881 |
| ... | ... | ... | ... | ... | ... | 87 | 59·55 | ... | ... | ... | ... | ... | ... | ... | ... | 68 | 64·11 | ... | ... | 1882 |
| ... | ... | ... | ... | ... | ... | 89 | 63·47 | ... | ... | ... | ... | ... | ... | ... | ... | 67 | 67·09 | ... | ... | 1883 |
| ... | ... | ... | ... | ... | ... | 109 | 54·46 | ... | ... | ... | ... | ... | ... | 50 | 108·51 | 67 | 54·22 | ... | ... | 1884 |
| ... | ... | ... | .. | ... | ... | 98 | 59·55 | ... | ... | ... | ... | ... | ... | 63 | 83·80 | 60 | 52·12 | ... | ... | 1885 |
| ... | ... | ... | ... | ... | ... | 96 | 57·00 | ... | ... | ... | ... | ... | ... | 92 | 69·83 | 65 | 59·04 | ... | ... | 1886 |
| ... | ... | ... | ... | ... | ... | 98 | 54·93 | ... | ... | ... | ... | ... | ... | 87 | 66·01 | 71 | 71·60 | ... | ... | 1887 |
| ... | ... | ... | ... | ... | ... | 109 | 50·58 | ... | ... | ... | ... | ... | ... | 86 | 75·70 | 79 | 76·28 | ... | ... | 1888 |
| ... | ... | ... | ... | ... | ... | 97 | 56·55 | ... | ... | ... | ... | ... | ... | 88 | 76·15 | 72 | 75·23 | ... | ... | 1889 |
| ... | ... | ... | ... | ... | ... | 91 | 61·81 | ... | ... | ... | ... | ... | ... | 85 | 78·19 | 77 | 77·94 | ... | ... | 1890 |
| 36 | 46·99 | ... | ... | ... | ... | 85 | 67·79 | ... | ... | ... | ... | ... | ... | 88 | 65·76 | 86 | 66·50 | ... | ... | 1891 |
| 34 | 67·47 | ... | ... | ... | ... | 91 | 72·25 | ... | ... | ... | ... | ... | ... | 82 | 68·69 | 89 | 67·92 | * | * | 1892 |
| 30 | 61·43 | ... | ... | ... | ... | 119 | 56·92 | ... | ... | 59 | 50·59 | ... | ... | 106 | 59·60 | 109 | 59·92 | 38 | 60·40 | 1893 |
| 35 | 49·61 | ... | ... | ... | ... | 106 | 49·61 | ... | ... | 65 | 60·68 | ... | ... | 108 | 65·44 | 94 | 66·99 | 59 | 65·70 | 1894 |
| 38 | 47·89 | ... | ... | 42 | 65·67 | 113 | 57·93 | ... | ... | 76 | 57·76 | ... | ... | 119 | 59·65 | 103 | 59·72 | 71 | 58·65 | 1895 |
| 53 | 37·56 | ... | ... | 43 | 60·25 | 114 | 50·06 | ... | ... | 82 | 57·26 | ... | ... | 124 | 56·59 | 103 | 57·29 | 77 | 56·60 | 1896 |
| 52 | 44·02 | ... | ... | 39 | 65·19 | 105 | 55·04 | 41 | 65·73 | 85 | 58·72 | ... | ... | 119 | 56·96 | 122 | 57·54 | 102 | 56·76 | 1897 |
| 31 | 43·54 | ... | ... | 46 | 57·33 | 97 | 58·22 | 36 | 69·12 | 74 | 57·50 | 37 | 54·62 | 93 | 70·32 | 90 | 70·32 | 69 | 68·88 | 1898 |
| 37 | 40·22 | ... | ... | 62 | 50·21 | 107 | 49·99 | 83 | 59·20 | 45 | 60·43 | 59 | 67·16 | 108 | 67·72 | 69 | 68·97 | 62 | 66·62 | 1899 |
| 43 | 45·43 | 13 | 57·45 | 91 | 41·39 | 113 | 48·27 | 53 | 60·89 | 84 | 57·47 | 53 | 66·91 | 119 | 64·69 | 89 | 65·77 | 70 | 63·81 | 1900 |
| 30 | 57·18 | 66 | 59·09 | 63 | 57·65 | 89 | 55·76 | 48 | 62·29 | 73 | 61·87 | 43 | 74·53 | 107 | 70·30 | 93 | 71·55 | 72 | 69·45 | 1901 |

* Information not available.

and proportion of expenses to earnings includes steam-boat

P. T. O.

**Appendix 6.**
Weekly earnings.

# APPEN

## *Gross earnings (average) of individual and Proportion of working expenses*

(Referred to in paragraph

*N. B.*—When figures cease to be shown under any railway it is to be understood that such

| Railway. | 21 SOUTHERN MAHRATTA RAILWAY SYSTEM—*concld.* (1,592·10 MILES). | | | | | | | | 22 WEST OF INDIA PORTUGUESE 3′ 3⅜″. (51·11 miles.) | | 23 SOUTH INDIAN RAILWAY SYSTEM. (1,110·21 MILES.) | | | | | | 24 BURMA, 3′ 3⅜″. (1,177·70 miles.) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | (*d*) Hindupur, (Yesvantpur-Mysore frontier) 3′ 3⅜″. (51·35 miles.) | | (*e*) Birur-Shimoga, 3′ 3⅜″. (37·92 miles.) | | (*f*) Kolhápur, 3′ 3⅜″. (29·27 miles.) | | (*g*) Mysore-Nanjangúd, 3′ 3⅜″. (15·66 miles.) | | | | (*a*) and (*d*) South Indian, 3′ 3⅜″. (1,041·48 miles.) | | (*b*) Tanjore District Board. (Máyavaram-Mutupet,) 3′ 3⅜″. (54·08 miles). | | (*c*) Káraikkal-Peralam, 3′ 3⅜″ (14·65 miles.) | | | |
| Calendar year. | Earnings per mile per week. | Proportion of expenses to earnings. | Earnings per mile per week. | Proportion of expenses to earnings. | Earnings per mile per week. | Proportion of expenses to earnings. | Earnings per mile per week. | Proportion of expenses to earnings. | Earnings per mile per week. | Proportion of expenses to earnings. | Earnings per mile per week. | Proportion of expenses to earnings. | Earnings per mile per week. | Proportion of expenses to earnings. | Earnings per mile per week. | Proportion of expenses to earnings. | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1853 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1854 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1855 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1856 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1857 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1858 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1859 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1860 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1861 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 77 | 47·45 | ... | ... | ... | ... | ... | ... |
| 1862 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 61 | 44·43 | ... | ... | ... | ... | ... | ... |
| 1863 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 74 | 44·60 | ... | ... | ... | ... | ... | ... |
| 1864 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 69 | 57·55 | ... | ... | ... | ... | ... | ... |
| 1865 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 79 | 49·53 | ... | ... | ... | ... | ... | ... |
| 1866 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 106 | 49·28 | ... | ... | ... | ... | ... | ... |
| 1867 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 86 | 49·65 | ... | ... | ... | ... | ... | ... |
| 1868 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 90 | 48·64 | ... | ... | ... | ... | ... | ... |
| 1869 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 84 | 64·44 | ... | ... | ... | ... | ... | ... |
| 1870 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 84 | 62·40 | ... | ... | ... | ... | ... | ... |
| 1871 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 84 | 55·61 | ... | ... | ... | ... | ... | ... |
| 1872 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 87 | 56·87 | ... | ... | ... | ... | ... | ... |
| 1873 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 120 | 49·99 | ... | ... | ... | ... | ... | ... |
| 1874 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 101 | 60·81 | ... | ... | ... | ... | ... | ... |
| 1875 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 96 | 48·16 | ... | ... | ... | ... | ... | ... |
| 1876 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 90 | 53·27 | ... | ... | ... | ... | ... | ... |
| 1877 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 107 | 50·88 | ... | ... | ... | ... | 61 | 129·36 |
| 1878 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 102 | 66·65 | ... | ... | ... | ... | 115 | 93·03 |
| 1879 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 105 | 68·38 | ... | ... | ... | ... | 114 | 85·17 |
| 1880 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 106 | 73·87 | ... | ... | ... | ... | 158 | 60·60 |
| 1881 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 109 | 67·04 | ... | ... | ... | ... | 184 | 58·21 |
| 1882 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 109 | 62·69 | ... | ... | ... | ... | 188 | 59·99 |
| 1883 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 112 | 65·83 | ... | ... | ... | ... | 187 | 64·66 |
| 1884 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 122 | 64·18 | ... | ... | ... | ... | 181 | 60·96 |
| 1885 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 132 | 65·12 | ... | ... | ... | ... | 143 | 78·13 |
| 1886 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 143 | 69·78 | ... | ... | ... | ... | 156 | 64·51 |
| 1887 | ... | ... | ... | ... | ... | ... | ... | ... | * | * | 148 | 68·20 | ... | ... | ... | ... | 192 | 53·12 |
| 1888 | ... | ... | ... | ... | ... | ... | ... | ... | * | * | 159 | 68·98 | ... | ... | ... | ... | 171 | 62·33 |
| 1889 | ... | ... | ... | ... | ... | ... | ... | ... | 185 | * | 167 | 70·11 | ... | ... | ... | ... | 169 | 66·45 |
| 1890 | ... | ... | ... | ... | ... | ... | ... | ... | 138 | 74·24 | 181 | 57·50 | ... | ... | ... | ... | 210 | 57·08 |
| 1891 | ... | ... | ... | ... | 55 | 64·26 | ... | ... | 157 | 86·01 | 154 | 65·47 | ... | ... | ... | ... | 199 | 59·50 |
| 1892 | ... | ... | ... | ... | 60 | 67·72 | ... | ... | 109 | 106·01 | 137 | 63·01 | ... | ... | ... | ... | 237 | 52·31 |
| 1893 | 38 | 60·99 | ... | ... | 78 | 58·09 | 43 | 59·01 | 168 | 78 13 | 149 | 61·25 | ... | ... | ... | ... | 178 | 66·64 |
| 1894 | 60 | 65·41 | ... | ... | 81 | 64·99 | 47 | 65·99 | 157 | 86·47 | 148 | 58·99 | 103 | 61·50 | ... | ... | 164 | 63·05 |
| 1895 | 72 | 58·43 | ... | ... | 80 | 57·90 | 49 | 57·97 | 167 | 90·7 | 165 | 56·13 | 86 | 61·30 | ... | ... | 169 | 59·73 |
| 1896 | 84 | 55·94 | ... | ... | 80 | 55·81 | 50 | 56·89 | 90 | 137·34 | 165 | 54·89 | 88 | 59·90 | ... | ... | 167 | 60·76 |
| 1897 | 101 | 56·31 | ... | ... | 63 | 55·93 | 42 | 57·64 | 55 | 189·46 | 170 | 53·01 | 95 | 58·10 | ... | ... | 188 | 55·25 |
| 1898 | 67 | 68·66 | ... | ... | 52 | 69·08 | 40 | 67·85 | 65 | 173·60 | 157 | 54·50 | 88 | 68·47 | 27 | 60·19 | 184 | 57·87 |
| 1899 | 56 | 66·17 | 36 | 69·59 | 58 | 65·74 | 21 | 66·25 | 157 | 83·15 | 159 | 52·41 | 86 | 60·01 | 37 | 67·36 | 179 | 59·45 |
| 1900 | 71 | 64·32 | 34 | 63·43 | 82 | 63·87 | 38 | 63·20 | 96 | 120·04 | 166 | 50·27 | 83 | 32·02 | 32 | 61·48 | 195 | 55·62 |
| 1901 | 74 | 69·30 | 31 | 72·62 | 75 | 68·67 | 35 | 72·22 | 205 | 113 20 | 188 | 46·17 | 103 | 53·29 | 40 | 56·28 | 197 | 5802 |

* Information not available.

Note.—Earnings per mile per week exclude steam-boat

## DIX 6—*concld.*

### *railways per mile per week.*

### *to gross earnings.*

IE of Report).

railway has been amalgamated with the system by which it has been worked.

| 25 MORVI, 2′ 6″. (94·36 MILES). | | 26 BÁRSI, 2′ 6″. (21·59 MILES). | | 27 TÁRAKESHWAR-MAORA, 2′ 6″. (31·12 MILES). | | 28 RÁNAGHAT-KRISHNAGAR, 2′ 6″. (20·25 MILES). | | 29 TEZPUR-BÁLIPÁRÁ, 2′ 6″. (20·10 MILES). | | CHERRA-COMPANY GANJ, 2′ 6″. (8 00 MILES). | | 30 DARJEELING-HIMALYAN, 2′ 0″. (51·00 MILES). | | 31 HOWRAH-AMTA,| 2′ 0″. (28·69 MILES). | | 32 HOWRAH-SHEA-KHALA, 2′ 0.″ (19·75 MILES). | | 33 JORHÁT, 2′ 0″. (30·25 MILES). | | Railway. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Calendar year. |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1853 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1854 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1855 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1856 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1857 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1858 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1859 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1860 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1861 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1862 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1863 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1864 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1865 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1866 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1867 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1868 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1869 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1870 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1871 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1872 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1873 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1874 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1875 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1876 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1877 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1878 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1879 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1880 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 103 | 58·32 | ... | ... | ... | ... | ... | ... | 1881 |
| ... | .. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 141 | 75·70 | ... | ... | ... | ... | ... | ... | 1882 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 162 | 63·11 | ... | ... | ... | ... | ... | ... | 1883 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 167 | 66·26 | ... | ... | ... | ... | 40 | 141·60 | 1884 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ‡ | ‡ | ... | ... | ... | ... | 25 | 123·14 | 1885 |
| 30 | 103·28 | ... | ... | ... | ... | ... | ... | ... | ... | 17 | 452·38 | 188 | 51·23 | ... | ... | ... | ... | 28 | 136 28 | 1886 |
| 39 | 86·87 | ... | ... | ... | ... | ... | ... | ... | ... | 25 | 297·54 | 180 | 55·86 | ... | ... | ... | ... | 32 | 127·99 | 1887 |
| 46 | 86·44 | ... | ... | ... | ... | ... | ... | ... | ... | 21 | 339·84 | 232 | 53·92 | ... | ... | ... | ... | 38 | 99·86 | 1888 |
| 50 | 68·01 | ... | ... | ... | ... | ... | ... | ... | ... | 26 | 240·69 | 217 | 60·10 | ... | ... | ... | ... | 42 | 105·94 | 1889 |
| 60 | 70·34 | ... | ... | ... | ... | ... | ... | ... | ... | 45 | 116 33 | 217 | 59 60 | ... | ... | ... | ... | 44 | 90·06 | 1890 |
| 63 | 64·90 | ... | ... | ... | ... | ... | ... | ... | ... | 44 | 103·28 | 231 | 57·61 | ... | ... | ... | ... | 47 | 97·70 | 1891 |
| 63 | 57·83 | ... | ... | ... | ... | ... | ... | ... | .. | 45 | 95·33 | 240 | 57·46 | ... | ... | ... | ... | 48 | 82·16 | 1892 |
| 66 | 54·86 | ... | ... | ... | ... | ... | ... | ... | ... | 55 | 85·08 | 239 | 55·41 | ... | ... | ... | ... | 52 | 79·32 | 1893 |
| 65 | 55·46 | ... | ... | ... | ... | ... | ... | ... | ... | 60 | 82·31 | 239 | 59 27 | ... | ... | ... | ... | 52 | 84·43 | 1894 |
| 75 | 45·91 | ... | ... | ... | ... | ... | ... | ... | ... | 59 | 88·68 | 279 | 50·92 | ... | ... | ... | ... | 61 | 77·81 | 1895 |
| 79 | 53·06 | ... | ... | ... | ... | ... | ... | ... | ... | 63 | 97·45 | 294 | 53·98 | ... | ... | ... | ... | 65 | 84·73 | 1896 |
| 87 | 50·49 | 115 | 80·00 | ... | ... | ... | ... | ... | ... | *53 | 392·84 | 281 | 55·28 | ... | ... | ... | ... | 69 | 85·33 | 1897 |
| 77 | 56·41 | 116 | 81·15 | 46 | 71·65 | ... | ... | 82 | 76·49 | 26 | 6,212·77 | 285 | 54·79 | 152 | 58 36 | 70 | 72·12 | 70 | 79·02 | 1898 |
| 86 | 59·56 | 139 | 58·63 | 41 | 81·58 | 59 | 81·84 | 91 | 72·51 | 92 | 483 88 | 270 | 65·07 | 168 | 55·02 | 65 | 70·77 | 72 | 106·16 | 1899 |
| 86 | 62·49 | 111 | 65·90 | 47 | 72·63 | 66 | 71·95 | 92 | 73·12 | † | † | 305 | 55·28 | 172 | 51·99 | 74 | 64·71 | 63 | 118·01 | 1900 |
| 73 | 65·00 | 150 | 52 60 | 51 | 70·23 | 66 | 78·03 | 80 | 70·84 | ... | ... | 297 | 60·17 | 175 | 56 21 | 77 | 70·52 | 56 | 105·01 | 1901 |

* For first-half of the year only, as traffic was stopped during the next half year on account of damage by earthquake.
† Closed for traffic from the 25th March 1900, and subsequently abandoned.
‡ Information not available.

and proportion of expenses to earnings includes steam-boat, .

P. T. O.

Appendix 7.
Gain or loss.

# APPEN

## *Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS: OF RAILWAYS. | STATE LINES | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 5' 6" | | | | | | | | | | | |
| Class: No. | 1 (a) | | | | | | | | | 3 (a) | | |
| Railway. | EAST INDIAN. | | | | | | | | | BENGAL | | |
| Calendar year. | Capital withdrawn to end of each year. | Capital expenditure to end of each year. | Gross earnings. | Net traffic earnings. | Per cent. on Capital outlay. | Interest. | Annuity. | Company's share of net traffic receipts. | Gain or loss to the State. | Capital expenditure to end of each year. | Gross earnings. | Net traffic earnings. |
| | £ | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| 1879 | 31,467,091 | 34,32,77,360* | 4,35,46,730 | 2,86,14,479 | 8·34 | 1,65,74,363† | ... | 61,25,877 | + 59,14,239 | ... | ... | ... |
| 1880 | ... | 38,13,53,183 | 4,35,04,941 | 2,86,72,035 | 7·52 | 1,98,06,263† | ... | 17,72,690 | + 70,93,082 | ... | ... | ... |
| 1881 | ... | 38,65,39,533 | 4,54,11,472 | 3,08,35,036 | 7·98 | 31,05,426 | 1,73,92,000 | 20,63,867 | + 82,73,743 | 10,51,983 | ... | ... |
| 1882 | ... | 38,84,97,311 | 4,71,17,594 | 2,96,57,086 | 7·63 | 32,81,764 | 1,73,92,000 | 17,88,073 | + 71,95,249 | 46,38,355 | ... | ... |
| 1883 | ... | 39,02,67,160 | 4,24,67,085 | 3,11,50,980 | 7·98 | 38,16,170 | 1,72,57,772 | 19,99,731 | + 80,77,307 | 79,36,235 | 1,07,954 | — 39,390 |
| 1884 | ... | 39,35,14,616 | 4,38,38,714 | 2,73,22,003 | 6·94 | 35,58,035 | 1,78,50,459 | 11,72,323 | + 47,41,183 | 90,54,719 | 4,54,837 | — 1,19,682 |
| 1885 | ... | 39,63,72,475 | 4,63,86,889 | 3,30,16,960 | 8·33 | 38,13,262 | 1,79,75,714 | 16,29,502 | + 95,98,482 | 90,04,061 | 5,35,353 | 8,233 |
| 1886 | ... | 39,84,61,774 | 4,66,70,853 | 3,05,13,359 | 7·66 | 39,91,104 | 1,89,50,137 | 14,97,276 | + 60,74,842 | 89,65,705 | 5,67,343 | — 42,528 |
| 1887 | ... | 39,89,90,537 | 4,60,65,661 | 3,13,34,263 | 7·85 | 40,70,944 | 1,92,13,333 | 15,87,252 | + 64,62,734 | 91,09,422 | 6,48,494 | — 7,928 |
| 1888 | ... | 39,87,03,386 | 4,54,36,902 | 3,03,35,075 | 7·60 | 40,73,297 | 2,03,43,530 | 11,64,693 | + 47,53,555 | 92,53,170 | 7,12,901 | 1,58,145 |
| 1889 | ... | 39,96,98,156 | 4,49,57,901 | 2,94,05,230 | 7·35 | 41,84,108 | 2,03,60,000 | 8,21,347 | + 34,28,775 | 94,46,671 | 7,37,191 | 2,95,988 |
| 1890 | ... | 39,98,98,614 | 4,40,57,665 | 2,98,26,815 | 7·46 | 41,83,278 | 2,03,43,530 | 10,37,019 | + 42,62,988 | 96,88,212 | 6,67,804 | 2,45,907 |
| 1891 | ... | 39,92,94,683 | 4,56,87,001 | 3,60,37,028 | 9·03 | 43,93,426 | 1,86,94,054 | 26,45,392 | + 1,03,04,156 | 99,44,845 | 8,11,666 | 3,27,736 |
| 1892 | ... | 40,02,73,362 | 4,91,41,600 | 3,48,16,719 | 8·70 | 37,25,754 | 2,06,47,164 | 20,88,760 | + 83,55,041 | 1,00,65,784 | 7,69,347 | 3,12,903 |
| 1893 | ... | 40,63,96,213 | 5,08,44,654 | 3,60,94,293 | 8·87 | 41,26,889 | 2,34,46,780 | 17,04,125 | + 68,16,499 | 1,00,88,983 | 7,83,529 | 3,14,992 |
| 1894 | ... | 41,02,12,212 | 5,26,89,485 | 3,64,26,405 | 8·88 | 43,37,988 | 2,43,89,582 | 15,39,767 | + 61,59,068 | 1,01,41,094 | 8,20,179 | 2,41,182 |
| 1895 | ... | 41,59,93,876 | 5,41,50,856 | 3,78,34,726 | 9·10 | 45,73,681 | 2,61,01,122 | 14,29,078 | + 57,30,845 | 1,01,77,466 | 9,47,391 | 3,98,809 |
| 1896 | ... | 42,05,41,859 | 5,40,69,142 | 3,67,77,682 | 8·75 | 46,90,562 | 2,58,59,455 | 12,45,733 | + 49,81,932 | 1,06,38,927 | 9,33,266 | 3,44,465 |
| 1897 | ... | 43,17,67,029 | 5,88,28,013 | 4,14,93,469 | 9·61 | 48,29,238 | 2,47,34,406 | 23,87,763 | + 95,51,052 | 1,17,36,810 | 11,38,199 | 5,16,922 |
| 1898 | ... | 44,49,70,192 | 5,97,95,060 | 4,08,07,269 | 9·17 | 50,46,514 | 2,32,64,533 | 24,99,244 | + 99,96,978 | 1,23,58,300 | 10,24,657 | 3,68,008 |
| 1899 | ... | 46,48,16,064 | 6,35,45,974 | 4,26,60,018 | 9·18 | 54,64,902 | 2,21,45,516 | 30,09,920 | + 1,20,39,680 | 1,26,78,629 | 11,39,689 | 4,41,813 |
| 1900 | ... | 48,06,19,396 | 6,84,74,972 | 4,47,15,571 | 9·30 | 60,18,054 | 2,15,60,963 | 18,09,101 | + 1,53,27,450 | 1,26,96,415 | 13,33,419 | 5,50,699 |
| 1901 | ... | 49,44,34,925 | 7,03,96,636 | 4,57,13,311 | 9·25 | 65,46,878 | 2,16,82,360 | 18,51,450 | + 1,56,32,623 | 1,29,54,075 | 14,05,248 | 6,42,940 |

* Including Rs. 3,51,30,587 on account of

† Including annuity charges, as

‡ The gain in 1900 was due to

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# DIX 7.



*income derived by railways which are not guaranteed by the State.*

11, 14, 48 and 50 of Report.)

| WORKED BY COMPANIES. | | | | | | | | | | | CLASS : OF RAILWAYS. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 5′ 6″ | | | | | | | | | | | GAUGE. |
| 4 (*a*). | | | | | | | | | | | Class : No. |
| CENTRAL. | | | | BENGAL-NÁGPUR. | | | | | | | Railway. |
| Per cent on Capital outlay. | Interest. | Company's share of net traffic receipts. | Gain or loss to the State | Capital expenditure to end of each year. | Gross earnings. | Net traffic earnings. | Per cent. on Capital outlay. | Interest. | Company's share of net traffic receipts. | Gain or loss to the State. | Calendar year. |
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | |
| ... | ... | ... | ... | 28,62,990 | ... | ... | ... | 83,911 | ... | −83,911 | 1879 |
| ... | ... | ... | ... | 55,49,511 | 1,03,952 | 28,215 | 0·51 | 1,58,804 | ... | −1,30,589 | 1880 |
| ... | 51,616 | ... | −51,616 | 73,65,710 | 2,81,529 | 66,036 | 0·90 | 2,62,932 | ... | −1,96,876 | 1881 |
| ... | 1,85,534 | ... | −1,85,534 | 90,64,388 | 6,04,386 | 1,89,171 | 2·0 | 3,39,967 | ... | −1,50,796 | 1882 |
| ... | 3,17,449 | ... | −3,56,839 | 95,43,590 | 13,20,021 | 6,83,860 | 7·09 | 3,73,283 | ... | +3,10,577 | 1883 |
| ... | 3,62,189 | ... | −4,81,871 | 1,06,34,112 | 13,23,014 | 6,58,030 | 6·19 | 4,24,400 | ... | +2,33,630 | 1884 |
| 0·09 | 3,60,162 | ... | −3,51,929 | 1,50,66,406 | 14,14,889 | 4,93,575 | 3·28 | 5,86,281 | ... | −92,706 | 1885 |
| ... | 3,75,210 | ... | −4,17,738 | 1,81,70,455 | 14,24,531 | 5,33,514 | 2·94 | 7,29,554 | ... | −1,96,041 | 1886 |
| ... | 4,60,840 | ... | −4,68,768 | 2,42,30,987 | 14,47,705 | 3,03,207 | 1·25 | 13,35,563 | ... | −10,32,356 | 1887 |
| 1·71 | 5,19,942 | ... | −3,61,797 | 5,23,92,291 | 16,09,195 | 5,62,971 | 1·07 | 22,17,333 | ... | −16,54,362 | 1888 |
| 3·13 | 5,18,693 | ... | −2,22,705 | 7,08,75,545 | 19,96,930 | 4,03,160 | 0·57 | 29,96,364 | ... | −25,93,204 | 1889 |
| 2·54 | 4,39,962 | 58,992 | −2,53,047 | 8,14,66,762 | 28,64,578 | 5,47,453 | 0·67 | 33,83,852 | ... | −28,41,389 | 1890 |
| 3·30 | 4,72,482 | 73,429 | −2,18,175 | 9,08,04,164 | 54,57,356 | 26,84,453 | 2·96 | 35,05,676 | ... | −8,21,223 | 1891 |
| 3·11 | 5,30,251 | 74,600 | −2,91,948 | 9,56,14,736 | 60,83,562 | 30,08,166 | 3·15 | 39,05,345 | ... | −8,97,179 | 1892 |
| 3·12 | 5,37,007 | 79,647 | −3,01,662 | 9,80,08,424 | 64,17,751 | 32,62,220 | 3·33 | 43,97,594 | ... | −11,35,374 | 1893 |
| 2·37 | 6,11,415 | ... | −3,70,233 | 9,81,73,789 | 66,90,648 | 32,58,414 | 3·32 | 45,83,993 | ... | −13,25,579 | 1894 |
| 3·92 | 6,08,944 | 85,023 | −2,95,158 | 9,88,94,777 | 68,74,740 | 35,41,444 | 3·58 | 48,56,800 | ... | −13,15,356 | 1895 |
| 3·20 | 5,69,175 | 91,306 | −3,16,010 | 11,05,30,319 | 63,68,525 | 29,27,869 | 2·65 | 48,27,504 | ... | −18,99,635 | 1896 |
| 4·40 | 5,36,803 | 95,271 | −1,15,158 | 13,04,58,784 | 62,00,309 | 29,79,559 | 2·28 | 51,35,240 | ... | −21,55,681 | 1897 |
| 2·98 | 5,19,231 | 1,20,642 | −2,71,865 | 14,67,03,520 | 68,79,193 | 33,63,854 | 2·29 | 54,23,186 | ... | −20,59,332 | 1898 |
| 3·48 | 5,07,035 | 97,581 | −1,62,803 | 16,65,90,365 | 90,73,460 | 47,21,814 | 2·83 | 59,75,853 | ... | −12,54,039 | 1899 |
| 4·34 | 5,04,98 | 1,24,611 | − 78,897 | 17,41,74,604 | 1,29,75,223 | 77,13,050 | 4·43 | 64,90,637 | ... | ‡ +12,22,413 | 1900 |
| 4·96 | 5,08,291 | 1,46,144 | − 11,495 | 21,05,53,438 | 1,30,06,174 | 61,29,230 | 2·91 | 79,80,021 | 1,78,810 | − 20,29,601 | 1901 |

premium paid for the purchase of line.
the figures cannot be separated.
exceptional famine traffic.


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P. T. O.

**Appendix 7.**
Gain or loss.

# APPEN

## *Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS OF RAILWAYS | STATE LINES | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 5′ 6″ | | | | | | | | | | | |
| Class: No. | | | | | | | | | | | | |
| Railway. | DHOND-MANMÁD. | | | | | | WARDHA COAL. | | | | | |
| Calendar year. | Capital expenditure to end of each year. | Gross earnings. | Net traffic earnings. | Per cent on Capital outlay. | Interest. | Gain or loss to the State. | Capital expenditure to end of each year. | Gross earnings. | Net traffic earnings. | Per cent. on Capital outlay. | Interest. | Gain or loss to the State. |
| | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | Rs. | | Rs. | Rs. |
| 1879 | 98,90,308 | 4,67,557 | —27,664 | ... | 4,07,525 | —4,35,189 | 55,99,772 | 1,65,158 | 6,073 | 0·11 | 2,51,434 | —2,45,361 |
| 1880 | 1,07,29,227 | 6,95,094 | 65,145 | 0·61 | 4,76,299 | —4,11,154 | 57,32,921 | 3,02,879 | —1,31,730 | ... | 2,57,032 | —3,88,762 |
| 1881 | 99,49,346 | 6,33,862 | 1,22,588 | 1·23 | 3,93,438 | —2,70,850 | 58,80,993 | 4,75,988 | 1,19,447 | 2·03 | 2,37,916 | —1,18,469 |
| 1882 | 99,25,416 | 7,39,558 | 1,59,192 | 1·60 | 3,97,802 | —2,38,610 | 60,94,186 | 5,95,622 | 98,287 | 1·61 | 2,38,834 | —1,40,547 |
| 1883 | 1,00,64,757 | 8,22,833 | 1,92,139 | 1·91 | 4,02,583 | —2,10,444 | 63,93,758 | 7,64,702 | 5,89,382 | 9·22 | 2,47,602 | +3,41,780 |
| 1884 | 1,02,49,438 | 8,77,100 | 2,03,785 | 1·99 | 4,08,283 | —2,04,498 | 66,20,641 | 6,81,037 | 2,11,860 | 3·20 | 2,61,176 | —49,316 |
| 1885 | 1,02,63,278 | 9,07,422 | 2,20,623 | 2·15 | 4,10,544 | —1,89,921 | 66,65,755 | 6,53,649 | 1,46,395 | 2·20 | 2,64,219 | —1,17,924 |
| 1886 | 1,09,26,745 | 9,84,718 | 2,33,764 | 2·14 | 4,30,353 | —1,96,589 | 71,93,093 | 7,28,205 | 1,35,936 | 1·89 | 2,78,228 | —1,42,292 |
| 1887 | 1,09,46,935 | 9,60,390 | 2,27,338 | 2·08 | 4,37,893 | —2,10,555 | 71,00,635 | 7,68,052 | 1,31,981 | 1·86 | 2,89,465 | —1,57,484 |
| 1888 | 1,09,75,115 | 10,31,762 | 2,55,445 | 2·33 | 4,38,458 | —1,83,013 | 70,91,230 | 8,71,430 | 1,98,020 | 2·79 | 2,84,523 | —86,503 |
| 1889 | 1,09,88,830 | 10,08,616 | 2,49,427 | 2·27 | 4,39,319 | —1,89,892 | 70,54,755 | 8,62,694 | 2,99,621 | 4·25 | 2,82,844 | +16,777 |
| 1890 | 1,09,93,448 | 10,61,316 | 2,63,134 | 2·39 | 4,39,629 | —1,76,495 | 70,06,181 | 9,33,326 | 2,75,001 | 3·93 | 2,81,296 | —6,295 |
| 1891 | 1,10,44,039 | 11,90,340 | 3,08,583 | 2·79 | 4,40,296 | —1,31,713 | 49,81,196 | 2,58,971 | 60,053 | 1·21 | 2,03,779 | —1,43,726 |
| 1892 | 1,10,73,028 | 12,18,412 | 3,28,335 | 2·96 | 4,42,535 | —1,14,200 | 49,87,689 | 2,32,986 | 34,096 | 0·68 | 1,99,337 | —1,65,241 |
| 1893 | 1,11,37,125 | 12,90,798 | 3,48,572 | 3·13 | 4,44,246 | —95,674 | 49,87,689 | 2,10,856 | 89,213 | 1·79 | 1,99,484 | —1,10,271 |
| 1894 | 1,12,11,642 | 13,61,866 | 3,81,993 | 3·41 | 4,48,018 | —66,025 | 49,87,689 | 2,20,237 | 89,289 | 1·79 | 1,99,508 | —1,10,219 |
| 1895 | 1,13,18,247 | 14,04,021 | 4,08,233 | 3·61 | 4,50,104 | —41,871 | 49,90,794 | 1,93,552 | 76,362 | 1·53 | 1,99,539 | —1,23,177 |
| 1896 | 1,13,73,050 | 13,11,585 | 3,67,395 | 3·23 | 4,55,018 | —87,623 | 49,96,305 | 2,06,078 | 83,859 | 1·68 | 1,99,745 | —1,15,886 |
| 1897 | 1,14,06,534 | 12,01,143 | 2,81,272 | 2·47 | 4,56,230 | —1,74,958 | 49,96,325 | 1,98,858 | 58,531 | 1·17 | 1,99,794 | —1,41,263 |
| 1898 | 1,14,23,076 | 11,18,296 | 2,89,536 | 2·53 | 4,56,411 | —1,66,875 | 49,96,325 | 2,09,600 | 77,827 | 1·56 | 1,99,853 | —1,22,026 |
| 1899 | 1,15,34,107 | 11,55,032 | 2,99,555 | 2·60 | 4,59,296 | —1,59,741 | 49,96,325 | 2,07,216 | 82,500 | 1·65 | 1,99,852 | —1,17,352 |
| 1900 | * | 7,25,613 | † 2,11,534 | ... | † 2,30,220 | † —18,686 | * | 1,75,380 | † 80,754 | ... | † 99,927 | † —19,173 |
| 1901 | Amalgamated with Great Indian Peninsula railway | | | | | ... | Amalgamated with Great Indian Peninsula railway | | | | | |

* Included with the Great Indian Peninsula railway.

† For the first-half of 1900. The figures for the second-half are included with those of the Great Indian Peninsula railway.

‡ Capital withdrawn by the Guaranteed Company to 30th June 1900 on which date the line was purchased by the State.

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*income derived by railways which are not guaranteed by the State.*

11, 14, 48 and 50 Report).

| WORKED BY COMPANIES. | | | | | | | | | CLASS: OF RAILWAYS. |
|---|---|---|---|---|---|---|---|---|---|
| 5′ 6″ | | | | | | | | | GAUGE. |
| 8 (*a*) | | | | | | | | | Class: No. |
| GREAT INDIAN PENINSULA. | | | | | | | | | Railway. |
| Capital withdrawn for expenditure to end of each year. | Capital expenditure to end of each year. | Gross earnings. | Net traffic earnings. | Per cent. on Capital outlay. | Guaranteed interest. | Annuity. | Company's share of net traffic receipts. | Gain or loss to the State. | Calendar year. |
| £ | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | |
| 23,462,648 | 25,59,56,152 | 2,52,48,315 | 1,01,90,602 | 3·98 | 1,24,65,646 | ... | 6,14,291 | —28,89,335 | 1879 |
| 23,457,144 | 25,58,96,113 | 2,49,53,753 | 1,11,05,551 | 4·34 | 1,24,93,200 | ... | 5,53,836 | —19,41,485 | 1880 |
| 23,612,059 | 25,75,86,095 | 3,20,56,823 | 1,61,74,097 | 6·28 | 1,24,93,200 | ... | 18,23,748 | +18,57,149 | 1881 |
| 23,612,463 | 25,75,90,499 | 3,53,63,201 | 1,80,88,483 | 7·02 | 1,24,93,200 | ... | 32,05,883 | +23,89,400 | 1882 |
| 23,902,881 | 26,07,58,700 | 3,51,14,365 | 1,75,36,005 | 6·72 | 1,25,12,825 | ... | 33,22,918 | +17,00,262 | 1883 |
| 24,153,947 | 26,34,97,600 | 3,36,56,544 | 1,59,55,250 | 6·06 | 1,42,81,503 | ... | 24,76,048 | —8,02,301 | 1884 |
| 24,607,304 | 26,84,43,316 | 3,64,32,047 | 1,79,31,397 | 6·68 | 1,51,17,467 | ... | 26,97,344 | +1,16,586 | 1885 |
| 24,685,803 | 26,92,99,673 | 3,92,57,907 | 2,08,78,390 | 7·75 | 1,60,91,138 | ... | 39,89,569 | +7,97,683 | 1886 |
| 24,784,517 | 27,03,76,543 | 3,99,27,468 | 2,10,80,237 | 7·80 | 1,66,44,568 | ... | 41,03,068 | +3,32,601 | 1887 |
| 24,987,725 | 27,25,93,364 | 4,10,59,219 | 2,16,35,667 | 7·94 | 1,72,81,176 | ... | 43,31,246 | +23,245 | 1888 |
| 25,211,998 | 27,50,39,981 | 3,70,68,814 | 1,78,91,616 | 6·51 | 1,74,32,160 | ... | 26,82,255 | —22,22,799 | 1889 |
| 25,458,497 | 27,77,29,064 | 3,81,45,242 | 1,90,22,952 | 6·85 | 1,55,23,271 | ... | 31,04,971 | +3,94,710 | 1890 |
| 25,439,314 | 27,75,19,781 | 4,52,55,333 | 2,32,50,708 | 8·38 | 1,67,57,262 | ... | 51,89,008 | +13,04,438 | 1891 |
| 25,411,582 | 27,72,47,255 | 4,06,65,627 | 2,01,95,097 | 7·28 | 1,88,04,314 | ... | 38,13,506 | —24,22,723 | 1892 |
| 25,418,604 | 27,72,93,860 | 3,88,13,742 | 1,79,90,922 | 6·49 | 1,91,65,618 | ... | 29,25,476 | —41,00,172 | 1893 |
| 25,585,002 | 27,91,09,112 | 3,62,74,296 | 1,62,42,786 | 5·82 | 2,18,32,651 | ... | 30,40,331 | —86,30,196 | 1894 |
| 25,624,430 | 27,95,39,235 | 3,37,90,194 | 1,47,16,901 | 5·26 | 2,16,97,060 | ... | 16,20,361 | —86,00,520 | 1895 |
| 25,577,674 | 27,90,29,173 | 3,44,19,629 | 1,54,05,060 | 5·52 | 2,02,18,872 | ... | 21,53,257 | —69,67,069 | 1896 |
| 25,601,181 | 27,92,85,611 | 2,84,32,402 | 93,83,654 | 3·36 | 1,89,46,479 | ... | ... | —95,62,825 | 1897 |
| 25,808,652 | 28,18,37,621 | 3,48,77,496 | 1,41,02,053 | 5·00 | 1,83,20,513 | ... | 13,57,327 | —55,75,787 | 1898 |
| 26,053,839 ** | 28,55,49,756 | 3,58,09,431 | 1,36,57,520 ** | 5·48 | 1,79,65,944 ** | ... | 17,77,032 ** | —40,85,456 ** | 1899 |
| ‡ 25,082,787 | | | 95,37,130 | | 89,65,500 | ... | 14,48,203 | —8,76,573 | |
| | 42,77,73,327 § & ‖ | 3,46,31,975 | 66,30,983 ¶ | 1·55 | 24,34,267 ¶ | 94,88,889 ¶ | | —52,93,073 ¶ | 1900 |
| ... | 42,88,90,745 | 4,16,57,453 | 2,16,48,151 | 5·05 | 48,96,968 | 1,90,87,910 | 2,72,210 | —26,67,344 | 1901 |

§ Capital expenditure to 31st December 1900, including expenditure on the Wardha Coal and Dhond-Manmád railways.

‖ Including Rs. 12,24,41,611 for premium paid for the purchase of line.

¶ For second half of 1900. ** Up to the first-half of 1900.


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**Appendix 7.**
Gain or loss.

# APPEN

## *Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS: RAILWAYS. | STATE LINES | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 5′ 6″ | | | | | | | | | |
| Class: No. | 8 (*d*). | | | | | | | | | |
| Railway. | INDIAN MIDLAND. | | | | | | | BHOPAL-ITÁRSI | | |
| Calendar year. | Capital expenditure to end of each year. | Gross earnings. | Net traffic earnings. | Per cent. on Capital outlay. | Interest. | Company's share of net traffic receipts. | Gain or loss to the State. | Capital expenditure to end of each year. | Gross earnings. | Net traffic earnings. |
| | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| 1879 | 73,22,551 | 90,916 | —31,772 | ... | 3,06,178 | ... | —3,37,950 | ... | ... | ... |
| 1880 | 81,63,253 | 2,01,823 | 20,129 | 0·25 | 3,57,620 | ... | —3,37,491 | ... | ... | ... |
| 1881 | 86,16,663 | 3,01,681 | 78,342 | 0·91 | 3,48,809 | ... | —2,70,467 | ... | ... | ... |
| 1882 | 87,63,714 | 3,29,299 | 92,231 | 1·05 | 3,47,303 | ... | —2,55,072 | 12,50,000 | ... | ... |
| 1883 | 92,92,537 | 3,38,541 | 1,59,716 | 1·72 | 3,56,750 | ... | —1,97,034 | 12,50,000 | ... | ... |
| 1884 | 1,18,68,111 | 3,68,326 | 1,72,603 | 1·45 | 3,74,122 | ... | —2,01,519 | 12,50,000 | 7,664 | —1,406 |
| 1885 | 1,60,14,107 | 3,94,081 | 1,99,680 | 1·24 | 6,48,112 | ... | —4,48,432 | 12,50,000 | 27,425 | —3,874 |
| 1886 | 2,48,06,293 | 3,91,832 | 2,14,526 | 0·86 | 18,69,268 | ... | —16,54,742 | 12,50,000 | 27,842 | —3,240 |
| 1887 | 5,10,96,457 | 6,32,204 | 2,78,043 | 0·54 | 20,00,184 | ... | —17,22,141 | 12,50,000 | 48,227 | 3,850 |
| 1888 | 6,96,63,213 | 10,27,638 | 3,74,204 | 0·54 | 28,55,488 | ... | —24,81,284 | 12,50,000 | 55,117 | 5,340 |
| 1889 | 7,84,45,085 | 30,69,255 | 6,33,411 | 0·81 | 31,24,456 | ... | —24,91,045 | 12,50,000 | 79,163 | —5,422 |
| 1890 | 8,32,79,427 | 31,24,365 | 5,99,780 | 0·72 | 36,09,286 | ... | —30,09,506 | 12,85,077 | 87,765 | —16,572 |
| 1891 | 8,52,46,148 | 41,62,361 | 13,52,172 | 1·59 | 33,12,200 | ... | —19,60,028 | 15,13,568 | 1,30,884 | 48,607 |
| 1892 | 8,65,79,006 | 44,77,625 | 17,26,260 | 1·99 | 37,23,985 | ... | —19,97,725 | 17,46,208 | 1,53,099 | 56,397 |
| 1893 | 8,71,62,843 | 44,59,053 | 17,00,409 | 1·95 | 41,40,194 | ... | —24,39,785 | 20,25,058 | 1,69,162 | 52,038 |
| 1894 | 8,78,06,437 | 52,22,033 | 22,02,334 | 2·51 | 42,59,815 | ... | —20,57,481 | 21,71,496 | 1,61,638 | 61,455 |
| 1895 | 8,81,49,985 | 44,91,707 | 16,48,360 | 1·87 | 45,97,495 | ... | —29,49,135 | 22,47,963 | 1,42,658 | 46,114 |
| 1896 | 9,25,53,896 | 48,51,951 | 20,17,829 | 2·18 | 44,23,983 | ... | —24,06,154 | 22,71,877 | 1,63,688 | 62,744 |
| 1897 | 9,77,94,421 | 54,89,540 | 24,06,565 | 2·46 | 42,53,893 | ... | —18,47,328 | 22,97,134 | 1,52,215 | 61,135 |
| 1898 | 9,96,74,805 | 56,25,823 | 25,11,911 | 2·52 | 39,99,986 | ... | —14,88,075 | 23,24,365 | 1,93,364 | 79,435 |
| 1899 | 10,16,34,072 | 64,77,226 | 27,82,950 | 2·74 | 39,66,461 | ... | —11,83,511 | 23,61,938 | 2,09,611 | 84,080 |
| 1900 | 10,31,35,002 | 90,60,560 | 48,72,287 | 4·72 | 38,18,460 | ... | +10,53,827 | 23,87,339 | 2,55,120 | 1,27,332 |
| 1901 | 10,58,27,081 | 82,43,068 | 42,50,587 | 4·02 | 38,82,861 | 1,88,164 | +1,79,562 | 25,46,891 | 2,92,861 | 1,44,235 |

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## DIX 7—*continued.*



*income derived by railways which are not guaranteed by the State.*

11, 14, 48 and 50 of Report.)

| WORKED BY COMPANIES. | | | | | | | | | CLASS: OF RAIL-WAYS. |
|---|---|---|---|---|---|---|---|---|---|
| | | | 5′ 6″ | | | | | | GAUGE. |
| 8 (*g*) | | | 10 (*b*) | | | | | | Class: No. |
| (BRITISH SECTION). | | | BEZWADA EXTENSION. | | | | | | Railway. |
| Per cent. on Capital outlay. | Interest. | Gain or loss to the State. | Capital expenditure to end of each year. | Gross earnings. | Net traffic earnings. | Per cent. on Capital outlay. | Interest. | Gain or loss to the State. | Calendar year. |
| | Rs. | Rs. | Rs. | Rs. | Rs. | | Rs. | Rs. | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 1879 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 1880 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 1881 |
| ... | 50,000 | —50,000 | ... | ... | ... | ... | ... | ... | 1882 |
| ... | 50,000 | —50,000 | ... | ... | ... | ... | ... | ... | 1883 |
| ... | 50,000 | —51,406 | ... | ... | ... | ... | ... | ... | 1884 |
| ... | 50,000 | —53,874 | ... | ... | ... | ... | ... | ... | 1885 |
| ... | 50,000 | —53,240 | ... | ... | ... | ... | ... | ... | 1886 |
| 0′31 | 50,000 | —46,150 | 8,11,654 | ... | ... | ... | 16,363 | —16,363 | 1887 |
| 0′43 | 50,000 | —44,660 | 11,56,237 | ... | ... | ... | 39,357 | —39,357 | 1888 |
| ... | 50,000 | —55,422 | 13,46,302 | 76,671 | 16,326 | 1′21 | 53,530 | —37,204 | 1889 |
| ... | 50,351 | —66,923 | 13,90,830 | 74,731 | 16,318 | 1′17 | 54,530 | —38,212 | 1890 |
| 3′21 | 57,713 | — 9,106 | 14,11,077 | 87,367 | 28,699 | 2′03 | 56,266 | —27,567 | 1891 |
| 3′23 | 69,131 | —12,734 | 14,17,674 | 98,779 | 28,347 | 2′00 | 56,584 | —28,237 | 1892 |
| 2′57 | 78,429 | —26,391 | 14,21,456 | 1,08,386 | 33,972 | 2′39 | 56,888 | —22,916 | 1893 |
| 2′83 | 83,509 | —22,054 | 14,26,901 | 1,71,016 | 71,270 | 5′00 | 57,122 | + 14,148 | 1894 |
| 2′05 | 89,323 | —43,209 | 14,31,642 | 95,119 | 95,119 | 6′64 | 57,239 | + 37,880 | 1895 |
| 2′76 | 90,107 | —27,363 | 14,35,588 | 73,057 | 38,496 | 2′68 | 57,406 | —18,910 | 1896 |
| 2′66 | 91,806 | —30,671 | 14,95,418 | 1,66,800 | 56,645 | 3′79 | 58,383 | — 1,738 | 1897 |
| 3′42 | 92,477 | —13,042 | 15,01,343 | 1,69,061 | 95,390 | 6′35 | 59,569 | + 35,821 | 1898 |
| 3′56 | 93,303 | — 9,223 | 15,02,651 | 3,12,172 | 1,84,365 | 12′27 | 60,101 | + 1,24,264 | 1899 |
| 5′33 | 95,293 | + 32,039 | 15,02,618 | 3,56,446 | 2,38,989 | 15′90 | 60,106 | + 1,78,883 | 1900 |
| 5′66 | 98,989 | + 45,246 | 11,51,678 | 2,77,177 | 1,56,929 | 13′64 | 35,509 | + 1,21,420 | 1901 |


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Appendix 7.
Gain or loss.

# APPEN

## *Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS OF RAILWAYS. | STATE LINES | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 5′ 6″ | | | | | | | 3′ 3⅜″ | | |
| Class: No. | 11 (*b*). | | | | | | | 9 (*f*) and (*g*) | | |
| Railway. | MADRAS (NORTH-EAST LINE). | | | | | | | RAJPUTANA. | | |
| Calendar year. | Capital expenditure to end of each year. | Gross earnings. | Net traffic earnings. | Per cent. on Capital outlay. | Interest. | Company's share of net traffic receipts. | Gain or loss to the State. | Capital expenditure to end of each year. | Gross earnings. | Net traffic earnings. |
| | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| 1879 | ... | ... | ... | ... | ... | ... | ... | 7,06,47,354 | 38,64,997 | 15,41,903 |
| 1880 | ... | ... | ... | ... | ... | ... | ... | 8,38,87,014 | 59,12,511 | 17,33,714 |
| 1881 | ... | ... | ... | ... | ... | ... | ... | 9,30,43,645 | 94,70,410 | 35,96,044 |
| 1882 | ... | ... | ... | ... | ... | ... | ... | 9,94,83,933 | 1,14,82,614 | 52,84,668 |
| 1883 | ... | ... | ... | ... | ... | ... | ... | 11,08,57,933 | 1,35,64,166 | 63,39,208 |
| 1884 | ... | ... | ... | ... | ... | ... | ... | 11,92,08,595 | 1,46,20,446 | 61,92,677 |
| 1885 | ... | ... | ... | ... | ... | ... | ... | 12,22,63,117 | 1,73,00,501 | 79,71,964 |
| 1886 | ... | ... | ... | ... | ... | ... | ... | 12,80,59,407 | 1,82,98,610 | 89,55,549 |
| 1887 | ... | ... | ... | ... | ... | ... | ... | 12,87,69,487 | 1,65,28,203 | 81,24,547 |
| 1888 | ... | ... | ... | ... | ... | ... | ... | 12,96,59,656 | 1,86,14,714 | 96,31,727 |
| 1889 | ... | ... | ... | ... | ... | ... | ... | 13,02,53,556 | 1,99,30,005 | 91,32,788 |
| 1890 | ... | ... | ... | ... | ... | ... | ... | 13,00,01,510 | 1,74,28,281 | 86,42,525 |
| 1891 | ... | ... | ... | ... | ... | ... | ... | 13,17,20,440 | 2,17,89,570 | 1,23,17,065 |
| 1892 | ... | ... | ... | ... | ... | ... | ... | 14,34,24,072 | 2,24,00,454 | 1,32,14,774 |
| 1893 | ... | ... | ... | ... | ... | ... | ... | 14,30,06,325 | 2,26,33,265 | 1,33,25,640 |
| 1894 | ... | ... | ... | ... | ... | ... | ... | 14,72,89,588 | 2,51,44,200 | 1,54,75,342 |
| 1895 | ... | ... | ... | ... | ... | ... | ... | 15,05,55,687 | 2,45,42,974 | 1,44,02,358 |
| 1896 | ... | ... | ... | ... | ... | ... | ... | 15,03,08,348 | 2,10,21,002 | 1,13,79,807 |
| 1897 | ... | ... | ... | ... | ... | ... | ... | 14,94,51,054 | 1,84,74,358 | 1,00,97,008 |
| 1898 | ... | ... | ... | ... | ... | ... | ... | 15,03,74,730 | 2,23,17,315 | 1,19,05,991 |
| 1899 | ... | ... | ... | ... | ... | ... | ... | 15,14,26,773 | 2,60,94,541 | 1,47,30,148 |
| 1900 | ... | ... | ... | ... | ... | ... | ... | 15,31,25,211 | 2,91,75,054 | 1,60,55,050 |
| 1901 | 6,07,27,375 | 45,68,155 | 20,31,210 | 3·34 | 24,51,072 | ... | −4,19,862 | 15,43,58,624 | 2,78,62,296 | 1,48,89,645 |

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*income derived by railways which are not guaranteed by the State.*

11, 14, 48 and 50 of Report.)

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|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 3′ 3⅜″ | | | | | | GAUGE. |
| | | | | 9 (*f*). | | | | | | Class: No. |
| MALWA. | | | | PÁLANPUR-DEESA (STATE PORTION). | | | | | | Railway. |
| Percentage on Capital outlay. | Interest. | Company's share of net traffic receipts. | Gain or loss to the State. | Capital expenditure to end of each year. | Gross earnings. | Net traffic earnings. | Percentage on Capital outlay. | Interest. | Gain or loss to the State. | Calendar year. |
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | | Rs. | Rs. | |
| 2·18 | 28,43,439 | ... | —13,01,536 | ... | ... | ... | ... | ... | ... | 1879 |
| 2·07 | 35,81,449 | ... | —18,47,735 | ... | ... | ... | ... | ... | ... | 1880 |
| 3·86 | 37,48,505 | ... | —1,52,461 | ... | ... | ... | ... | ... | ... | 1881 |
| 5·31 | 38,74,919 | ... | + 14,99,749 | ... | ... | ... | ... | ... | ... | 1882 |
| 5·72 | 40,74,808 | ... | + 22,64,400 | ... | ... | ... | ... | ... | ... | 1883 |
| 5·19 | 43,90,548 | ... | + 18,02,129 | ... | ... | ... | ... | ... | ... | 1884 |
| 6·52 | 49,10,379 | ... | + 30,61,585 | ... | ... | ... | ... | ... | ... | 1885 |
| 6·99 | 51,72,731 | 6,28,054 | + 31,54,764 | ... | ... | ... | ... | ... | ... | 1886 |
| 6·31 | 51,86,578 | 5,06,190 | + 24,31,779 | ... | ... | ... | ... | ... | ... | 1887 |
| 7·43 | 52,27,345 | 4,99,908 | + 39,04,474 | ... | ... | ... | ... | ... | ... | 1888 |
| 7·01 | 52,48,893 | 8,56,110 | + 30,27,785 | ... | ... | ... | ... | ... | ... | 1889 |
| 6·65 | 52,61,288 | 6,57,951 | + 27,23,286 | ... | ... | ... | ... | ... | ... | 1890 |
| 9·35 | 53,13,844 | 8,78,835 | + 61,24,386 | ... | ... | ... | ... | ... | ... | 1891 |
| 9·21 | 56,14,176 | 13,45,763 | + 62,54,835 | 46,746 | ... | ... | ... | 1,031 | —1,031 | 1892 |
| 9·32 | 57,00,808 | 13,24,918 | + 62,99,914 | 1,78,953 | 2,181 | 1,110 | 0·63 | 5,371 | —4,261 | 1893 |
| 10·51 | 58,77,844 | 15,63,148 | + 80,34,350 | 2,14,601 | 20,163 | 11,781 | 5·49 | 8,783 | + 2,998 | 1894 |
| 9·57 | 59,78,606 | 16,21,635 | + 68,02,117 | 2,15,374 | 20,539 | 11,512 | 5·35 | 8,378 | + 3,134 | 1895 |
| 7·57 | 60,63,242 | 9,93,351 | + 43,23,214 | 2,32,746 | 28,765 | 15,072 | 6·47 | 9,149 | + 5,923 | 1896 |
| 6·76 | 60,48,581 | 5,09,720 | + 35,38,707 | 2,33,264 | 24,131 | 12,243 | 5·25 | 9,305 | + 2,938 | 1897 |
| 7·91 | 60,77,309 | 9,53,967 | + 48,74,715 | 2,33,264 | 21,306 | 11,628 | 4·99 | 9,331 | + 2,297 | 1898 |
| 9·73 | 60,92,658 | 9,92,364 | + 76,45,126 | 2,33,264 | 24,889 | 13,618 | 5·84 | 9,330 | + 4,288 | 1899 |
| 10·48 | 61,35,151 | 21,67,610 | + 77,52,289 | 2,33,264 | 26,585 | 12,616 | 5·41 | 9,330 | + 3,826 | 1900 |
| 9·65 | 61,89,498 | 13,785 | + 86,86,362 | 2,33,264 | 20,526 | 10,548 | 4·52 | 9,330 | + 1,218 | 1901 |


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## Appendix 7.
Gain or loss.

## APPEN

*Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS OF RAILWAYS. | STATE LINES | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 3′ 3⅜″ | | | | | | | | | | | |
| Class: No. | 14 (*a*) | | | | | | 16 (*b*). | | | | | |
| Railway. | ASSAM-BENGAL. | | | | | | TIRHOOT. | | | | | |
| Calendar year. | Capital expenditure to end of each year. | Gross earnings. | Net traffic earnings. | Percentage on Capital outlay. | Interest. | Gain or loss to the State. | Capital expenditure to end of each year. | Gross earnings. | Net traffic earnings. | Percentage on Capital outlay. | Interest. | Gain or loss to the State. |
| | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | Rs. | | Rs. | Rs. |
| 1879 | ... | ... | ... | ... | ... | ... | 53,38,320 | 4,58,733 | 1,07,819 | 2·02 | 2,37,411 | —1,29,592 |
| 1880 | ... | ... | ... | ... | ... | ... | 56,13,274 | 5,51,068 | 2,33,662 | 4·16 | 2,50,659 | —16,997 |
| 1881 | ... | ... | ... | ... | ... | ... | 72,02,917 | 5,84,255 | 2,36,200 | 3·28 | 2,67,245 | —31,045 |
| 1882 | ... | ... | ... | ... | ... | ... | 1,07,92,877 | 6,60,022 | 2,54,047 | 2·36 | 3,86,612 | —1,32,565 |
| 1883 | ... | ... | ... | ... | ... | ... | 1,32,83,024 | 8,92,441 | 2,59,705 | 1·96 | 4,99,014 | —2,39,309 |
| 1884 | ... | ... | ... | ... | ... | ... | 1,48,64,982 | 11,90,072 | 2,66,582 | 1·79 | 5,74,369 | —3,07,787 |
| 1885 | ... | ... | ... | ... | ... | ... | 1,44,47,916 | 12,78,634 | 3,59,260 | 2·49 | 5,86,195 | —2,26,926 |
| 1886 | ... | ... | ... | ... | ... | ... | 1,54,33,549 | 14, 8,638 | 5,01,189 | 3·25 | 6,30,914 | —1,29,755 |
| 1887 | ... | ... | ... | ... | ... | ... | 1,97,49,195 | 17,22,955 | 6,95,225 | 3·52 | 7,79,801 | —84,076 |
| 1888 | ... | ... | ... | ... | ... | ... | 2,07,78,252 | 18,07,283 | 7,98,875 | 3·85 | 8,17,485 | —18,610 |
| 1889 | ... | ... | ... | ... | ... | ... | 2,12,28,094 | 18,96,674 | 9,78,246 | 4·61 | 8,41,932 | +1,36,314 |
| 1890 | ... | ... | ... | ... | ... | ... | 2,29,94,165 | 23,92,977 | 13,21,797 | 5·75 | 9,41,207 | +3,80,590 |
| 1891 | 1,53,203 | ... | ... | ... | 5,893 | —5,893 | 2,34,99,148 | 24,89,279 | 13,53,848 | 5·76 | 9,34,385 | +4,19,463 |
| 1892 | 30,16,133 | ... | ... | ... | 2,66,378 | —2,66,378 | 2,43,25,804 | 21,84,862 | 13,15,815 | 5·41 | 9,50,025 | +3,65,790 |
| 1893 | 1,07,63,192 | ... | ... | ... | 6,09,987 | —6,09,987 | 2,49,02,833 | 26,81,190 | 13,43,133 | 5·39 | 10,01,205 | +3,41,928 |
| 1894 | 2,46,89,198 | ... | ... | ... | 8,76,954 | —8,76,954 | 2,50,08,661 | 29,42,305 | 14,63,223 | 5·85 | 9,98,388 | +4,64,835 |
| 1895 | 4,04,38,298 | 2,14,426 | —8,047 | ... | 13,95,636 | —14,03,683 | 2,56,02,092 | 30,89,644 | 14,88,367 | 5·81 | 10,18,013 | +4,70,354 |
| 1896 | 5,21,39,304 | 6,18,785 | 33,238 | 0·06 | 23,73,034 | —23,39,796 | 2,60,38,655 | 31,61,172 | 14,85,330 | 5·70 | 10,27,821 | +4,57,509 |
| 1897 | 6,37,67,401 | 9,90,640 | 72,214 | 0·11 | 22,56,279 | —21,84,065 | 3,11,00,098 | 32,38,109 | 15,54,907 | 5·00 | 10,38,630 | +5,16,277 |
| 1898 | 7,56,41,721 | 13,08,124 | 54,551 | 0·07 | 24,45,275 | —23,90,724 | 3,46,48,176 | 31,4[illegible],140 | 15,91,183 | 4·59 | 13,18,764 | +2,72,419 |
| 1899 | 8,69,56,236 | 16,19,646 | 3,22,704 | 0·37 | 28,63,084 | —25,40,380 | 3,80,27,533 | 34,24,808 | 13,80,161 | 3·63 | 14,62,603 | * —82,442 |
| 1900 | 9,56,01,772 | 17,09,955 | 3,64,364 | 0·38 | 33,31,350 | —29,67,026 | 4,30,15,249 | 36,47,197 | 15,16,850 | 3·53 | 16,19,231 | †—1,02,381 |
| 1901 | 10,41,49,467 | 21,34,252 | 4,56,654 | 0·44 | 35,06,252 | —30,49,598 | 4,61,91,293 | 43,16,760 | 21,98,807 | 4·76 | 17,67,799 | ‡+4,31,008 |

* The loss in 1899 was due to flood damages and temporary stoppage of traffic.
† The loss in 1900 was due to the inclusion of the capital outlay on the Hajipur-Katihar extension, only portion of which was opened in 1900.
‡ The gain in 1901 was due to the completion of the Hajipur-Katihar extension.

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# DIX 7—*continued.*



## *income derived by railways which are not guaranteed by the State.*

11, 14, 48 and 50 of Report.)

| WORKED BY COMPANIES. | | | | | | | | | | | | | CLASS: OF RAILWAYS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3' 3⅜" | | | | | | | | | | | | | GAUGE. |
| 17 (*b*). | | | | | | | 18 (*c*). | | | | | | Class: No. |
| LUCKNOW-BAREILLY. | | | | | | | JODHPUR-HYDERABAD (BRITISH SECTION). | | | | | | Railway. |
| Capital expenditure to end of each year. | Gross earnings. | Net traffic earnings. | Percentage on Capital outlay. | Interest | Company's share of net traffic receipts. | Gain or loss to the State. | Capital expenditure to end of each year. | Gross earnings. | Net traffic earnings. | Percentage on Capital outlay. | Interest. | Gain or loss to the State. | Calendar year. |
| Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | | Rs. | Rs. | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1879 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1880 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1881 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1882 |
| 4,84,915 | ... | ... | ... | 11,192 | ... | —11,192 | ... | ... | ... | ... | ... | ... | 1883 |
| 13,43,699 | 10,239 | 839 | 0·06 | 36,572 | ... | —35,733 | ... | ... | ... | ... | ... | ... | 1884 |
| 25,45,567 | 82,827 | 17,243 | 0·68 | 53,247 | ... | —36,004 | ... | ... | ... | ... | ... | ... | 1885 |
| 42,16,146 | 1,15,296 | 28,729 | 0·68 | 1,48,570 | ... | —1,19,841 | ... | ... | ... | ... | ... | ... | 1886 |
| 52,24,221 | 2,92,470 | 67,924 | 1·30 | 1,85,046 | ... | —1,17,122 | ... | ... | ... | ... | ... | ... | 1887 |
| 52,82,870 | 3,52,327 | 99,031 | 1·87 | 2,03,503 | ... | —1,04,472 | ... | ... | ... | ... | ... | ... | 1888 |
| 54,59,585 | 4,28,731 | 1,47,868 | 2·70 | 2,16,189 | ... | —68,321 | ... | ... | ... | ... | ... | ... | 1889 |
| 65,33,824 | 4,56,738 | 1,32,338 | 2·02 | 2,30,699 | ... | —98,361 | ... | ... | ... | ... | ... | ... | 1890 |
| 79,17,846 | 4,95,068 | 1,73,011 | 2·19 | 2,72,065 | ... | — 99,054 | 2,31,401 | ... | ... | ... | 5,356 | —5,356 | 1891 |
| 81,66,804 | 6,82,836 | 2,74,601 | 3·36 | 3,07,651 | 11,501 | — 44,551 | 16,31,818 | 33,206 | —1,949 | ... | 59,649 | —61,598 | 1892 |
| 83,89,362 | 7,28,878 | 2,73,541 | 3·26 | 3,26,770 | 2,135 | — 55,364 | 16,61,091 | 1,30,817 | 16,471 | 0·99 | 65,767 | —49,296 | 1893 |
| 85,93,058 | 9,72,269 | 4,48,218 | 5·22 | 3,45,323 | 79,310 | + 23,585 | 17,27,619 | 1,45,222 | 36,062 | 2·08 | 68,940 | —32,878 | 1894 |
| 87,22,466 | 8,25,934 | 3,13,116 | 3·59 | 3,56,596 | 15,834 | — 59,314 | 17,74,095 | 1,68,139 | 46,609 | 2·63 | 71,080 | —24,471 | 1895 |
| 89,63,620 | 8,27,599 | 3,02,071 | 3·37 | 3,48,885 | 13,415 | — 60,229 | 18,00,799 | 1,87,503 | 64,376 | 3·57 | 71,420 | —7,044 | 1896 |
| 93,02,715 | 8,27,371 | 3,35,776 | 3·61 | 3,61,550 | 26,980 | — 52,754 | 18,37,796 | 2,05,182 | 59,413 | 3·23 | 73,552 | —14,139 | 1897 |
| 94,90,476 | 10,34,088 | 5,00,200 | 5·27 | 3,64,852 | 66,721 | + 68,627 | 20,19,772 | 2,22,647 | 70,159 | 3·47 | 77,553 | —7,394 | 1898 |
| 94,97,485 | 12,72,160 | 6,33,355 | 6·63 | 3,65,537 | 76,332 | + 1,91,486 | 33,48,948 | 2,25,242 | 88,463 | 2·64 | 1,07,380 | —18,917 | 1899 |
| 99,21,432 | 12,53,801 | 6,51,957 | 6·57 | 3,73,097 | 1,47,611 | + 1,31,249 | *41,71,400 | 1,93,211 | 65,933 | 1·10 | 1,78,984 | —1,13,051 | 1900 |
| 1,01,83,243 | 13,72,520 | 7,58,124 | 7·44 | 3,91,796 | 99,195 | + 2,67,133 | 38,81,861 | 4,24,307 | 1,73,567 | 4·47 | 1,52,429 | †+ 21,138 | 1901 |

* Including the Hyderabad-Rahoki section.

† The gain in 1901 was due to the completion of the line which previously was only partially open.


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**Appendix 7.**
Gain or loss.

# APPEN

## *Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS OF RAILWAYS. | STATE LINES | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 3′ 3⅜″. | | | | | | | | | |
| Class : No. | 21 (*a*). | | | | | | | 21 (*b*). | | |
| Railways. | SOUTHERN MAHRATTA. | | | | | | | MYSORE SECTION | | |
| Calendar year. | Capital expenditure to end of each year. | Gross earnings. | Net traffic earnings. | Percentage on Capital outlay. | Interest. | Company's share of net traffic receipts. | Gain or loss to the State. | Capital expenditure to end of each year. | Gross earnings. | Net traffic earnings. |
| | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| 1879 | ... | ... | ... | ... | ... | ... | ... | 7,98,213 | ... | ... |
| 1880 | ... | ... | ... | ... | ... | ... | ... | 21,37,736 | ... | ... |
| 1881 | ... | ... | ... | ... | ... | ... | ... | 36,56,345 | 1,31,525 | 53,753 |
| 1882 | ... | ... | ... | ... | ... | ... | ... | 45,95,058 | 2,88,390 | 1,03,495 |
| 1883 | ... | ... | ... | ... | ... | ... | ... | 57,69,057 | 3,02,895 | 99,675 |
| 1884 | 2,77,07,721 | 2,13,059 | —18,131 | ... | 14,77,196 | ... | —14,95,327 | 62,64,620 | 3,61,448 | 1,65,479 |
| 1885 | 3,63,00,076 | 8,66,226 | 1,40,238 | 0·38 | 19,81,340 | ... | —18,41,102 | 64,89,346 | 4,33,954 | 2,07,784 |
| 1886 | 6,15,07,620 | 16,34,918 | 4,88,392 | 0·79 | 26,43,220 | ... | —21,54,828 | 71,35,111 | 4,69,274 | 1,05,385 |
| 1887 | 7,87,73,165 | 30,32,417 | 10,03,624 | 1·27 | 34,64,086 | ... | —24,60,462 | 91,36,438 | 5,13,784 | 1,41,198 |
| 1888 | 8,68,84,288 | 38,38,616 | 8,85,493 | 1·01 | 31,89,505 | ... | —23,04,012 | 1,25,76,692 | 5,70,657 | 52,295 |
| 1889 | 9,18,52,138 | 40,31,604 | 9,61,618 | 1·04 | 32,91,520 | 41,700 | —23,71,602 | 1,44,24,093 | 8,96,273 | 2,22,034 |
| 1890 | 9,32,85,016 | 44,71,095 | 9,14,664 | 0·98 | 31,39,444 | 30,036 | —22,54,816 | 1,47,11,610 | 11,86,318 | 2,61,700 |
| 1891 | 9,42,66,041 | 47,60,567 | 16,29,919 | 1·72 | 35,89,851 | 2,58,845 | —22,18,777 | 1,50,76,285 | 13,24,525 | 4,43,717 |
| 1892 | 9,61,10,671 | 44,33,107 | 13,47,999 | 1·40 | 31,85,511 | 3,43,266 | —21,80,778 | 1,46,36,205 | 13,99,463 | 4,47,406 |
| 1893 | 9,45,71,662 | 57,29,918 | 23,16,567 | 2·45 | 35,42,479 | 5,34,949 | —17,60,861 | 1,46,42,217 | 16,83,203 | 6,74,705 |
| 1894 | 9,51,44,496 | 58,50,542 | 20,18,567 | 2·12 | 45,87,598 | 5,57,556 | —31,26,587 | 1,47,60,293 | 14,45,412 | 4,76,156 |
| 1895 | 9,56,02,591 | 64,68,011 | 25,88,948 | 2·71 | 46,80,290 | 5,22,407 | —26,13,749 | 1,49,22,452 | 15,78,281 | 6,30,769 |
| 1896 | 9,60,94,788 | 67,12,230 | 29,11,959 | 3·03 | 44,45,740 | 7,23,698 | —22,57,479 | 1,51,08,257 | 15,84,981 | 6,76,873 |
| 1897 | 9,67,12,838 | 64,92,310 | 27,82,625 | 2·88 | 42,62,886 | 6,97,133 | —21,77,394 | 1,51,99,757 | 18,80,019 | 7,95,147 |
| 1898 | 9,74,67,550 | 50,61,871 | 15,02,414 | 1·54 | 41,10,275 | 5,44,277 | —31,52,138 | 1,55,07,319 | 13,92,851 | 4,13,421 |
| 1899 | 9,78,60,569 | 58,70,616 | 18,95,002 | 1·94 | 40,10,557 | 3,85,332 | —25,00,887 | 1,56,75,416 | 10,60,469 | 3,29,033 |
| 1900 | 9,82,62,274 | 64,66,526 | 22,83,366 | 2·32 | 40,02,119 | 5,81,807 | —23,00,560 | 1,58,70,510 | 13,76,391 | 4,71,201 |
| 1901 | 9,84,64,118 | 58,29,471 | 7,311,134 | 1·75 | 40,42,851 | 4,92,728 | —28,04,445 | 1,60,14,879 | 14,33,240 | 4,07,791 |

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## DIX 7—*continued.*



*income derived by railways which are not guaranteed by the State.*

11, 14 48, and 50 of Report.)

| WORKED BY COMPANIES. | | | | | | | | | | CLASS : OF RAILWAYS. |
|---|---|---|---|---|---|---|---|---|---|---|
| 3′ 3⅜″. | | | | | | | | | | GAUGE. |
| 21 (*c*). | | | | | | | | | | Class : No. |
| (SOUTHERN MAHRATTA). | | | | GUNTAKAL-MYSORE FRONTIER. | | | | | | Railway. |
| Per cent. on Capital outlay. | Interest. | Company's share of net traffic receipts. | Gain or loss to the State. | Capital expenditure to end of each year. | Gross earnings. | Net traffic earnings. | Per cent. on Capital outlay. | Interest. | Gain or loss to the State. | Calendar year. |
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | | Rs. | Rs. | |
| ... | 23,960 | ... | —23,960 | ... | ... | ... | ... | ... | ... | 1879 |
| ... | 68,908 | ... | —68,908 | ... | ... | ... | ... | ... | ... | 1880 |
| 1·47 | 98,912 | ... | —45,159 | ... | ... | ... | ... | ... | ... | 1881 |
| 2·25 | 1,68,989 | ... | —65,494 | ... | ... | ... | ... | ... | ... | 1882 |
| 1·73 | 2,19,351 | ... | —1,19,676 | ... | ... | ... | ... | ... | ... | 1883 |
| 2·64 | 2,41,052 | ... | —75,573 | ... | ... | ... | ... | ... | ... | 1884 |
| 3·20 | 2,51,730 | ... | —43,946 | ... | ... | ... | ... | ... | ... | 1885 |
| 1·48 | 5,57,104 | ... | —4,51,719 | ... | ... | ... | ... | ... | ... | 1886 |
| 1·55 | 6,70,864 | ... | —5,29,666 | ... | ... | ... | ... | ... | ... | 1887 |
| 0·42 | 6,94,210 | ... | —6,41,915 | ... | ... | ... | ... | ... | ... | 1888 |
| 1·54 | 7,07,500 | 47,964 | —5,33,330 | ... | ... | ... | ... | ... | ... | 1889 |
| 0·02 | 6,48,733 | 52,831 | —4,39,864 | ... | ... | ... | ... | ... | ... | 1890 |
| 2·94 | 6,54,850 | 96,004 | —3,07,137 | ... | ... | ... | ... | ... | ... | 1891 |
| 3·06 | 7,29,624 | 1,01,305 | —3,83,023 | | ... | ... | ... | ... | ... | 1892 |
| 4·61 | 7,70,439 | 1,64,670 | —2,60,404 | 58,39,806 | 1,97,374 | 78,955 | 1·35 | 4,67,933 | —3,88,978 | 1893 |
| 3·23 | 8,38,525 | 1,43,566 | —5,05,935 | 58,58,414 | 3,68,951 | 1,27,874 | 2·18 | 2,34,529 | —1,06,655 | 1894 |
| 4·23 | 8,70,947 | 1,23,096 | —3,63,274 | 58,71,739 | 4,39,329 | 1,81,657 | 3·09 | 2,34,639 | —52,982 | 1895 |
| 4·48 | 8,21,588 | 1,71,768 | —3,16,483 | 59,00,158 | 4,80,992 | 2,10,690 | 3·57 | 2,35,616 | —24,926 | 1896 |
| 5·23 | 7,75,708 | 1,80,992 | —1,61,553 | 59,02,498 | 6,38,278 | 2,75,983 | 4·68 | 2,36,000 | +39,983 | 1897 |
| 2·67 | 7,38,461 | 1,66,986 | —4,92,026 | 58,98,866 | 4,25,702 | 1,32,471 | 2·25 | 2,36,026 | —1,03,555 | 1898 |
| 2·10 | 7,21,117 | 76,861 | —4,68,945 | 58,98,608 | 3,84,829 | 1,28,459 | 2·18 | 2,35,996 | —1,07,537 | 1899 |
| 2·97 | 7,18,200 | 1,11,070 | —3,58,069 | 59,00,046 | 4,36,116 | 1,57,837 | 2·68 | 2,35,960 | —78,123 | 1900 |
| 2·55 | 7,22,244 | 1,07,697 | —4,22,150 | 59,02,583 | 4,47,313 | 1,36,659 | 2·32 | 2,36,115 | —99,456 | 1901 |


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Appendix 7.
Gain or loss.

# APPEN

## *Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS OF RAILWAYS. | STATE LINES | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| GAUGE. | 3′ 3⅜″. | | | | | | | |
| Class: No. | 23 (*a*). | | | | | | | |
| Railway. | SOUTH INDIAN. | | | | | | | |
| Calendar year. | Capital withdrawn to end of each year. | Capital expenditure to end of each year. | Gross earnings. | Net traffic earnings. | Per cent. on Capital outlay. | Interest. | Company's share of net traffic receipts. | Gain or loss to the State. |
| | £ | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. |
| 1879 . . . | 4,235,506 | 4,41,96,588 | 33,62,067 | 10,63,253 | 2·40 | 20,95,206 | ... | —10,31,953 |
| 1880 . . . | 4,281,552 | 4,46,77,075 | 35,59,593 | 9,30,017 | 2·08 | 21,28,643 | ... | —11,98,626 |
| 1881 . . . | 4,333,844 | 4,52,22,730 | 37,55,688 | 12,37,726 | 2·73 | 21,30,568 | ... | — 8,92,842 |
| 1882 . . . | 4,347,889 | 4,53,69,280 | 37,58,714 | 14,02,328 | 3·09 | 21,40,871 | ... | — 7,38,543 |
| 1883 . . . | 4,350,605 | 4,53,97,614 | 38,69,668 | 13,22,334 | 2·91 | 21,46,579 | ... | — 8,24,245 |
| 1884 . . . | 4,476,143 | 4,67,51,662 | 41,89,049 | 14,92,491 | 3·19 | 25,40,471 | ... | — 10,47,980 |
| 1885 . . | 4,720,278 | 4,93,74,900 | 45,60,126 | 15,81,714 | 3·20 | 27,02,145 | ... | —11,20,431 |
| 1886 . . . | 4,919,007 | 5,15,40,172 | 49,20,176 | 14,75,914 | 2·86 | 29,80,496 | ... | —15,04,582 |
| 1887 . . . | 5,155,793 | 5,40,64,399 | 51,79,324 | 15,86,729 | 2·89 | 31,25,720 | ... | —15,38,991 |
| 1888 . . . | 5,318,431 | 5,57,91,978 | 56,58,683 | 16,31,692 | 2·92 | 33,80,057 | ... | —17,48,365 |
| 1889 . . . | 5,936,087 | 6,25,01,638 | 59,39,378 | 17,63,111 | 2·82 | 35,29,935 | ... | —17,66,824 |
| 1890 . . . | ... | 7,27,15,494 | 64,25,510 | 26,67,305 | 3·66 | 35,19,564 | 1,43,341 | — 9,95,600 |
| 1891 . . . | ... | 8,39,44,964 * | 70,36,756 | 23,58,724 | 2·81 | 35,89,736 | ... | —12,31,012 |
| 1892 . . . | ... | 8,50,16,920 | 77,14,996 | 27,77,005 | 3·27 | 39,51,093 | ... | —11,74,088 |
| 1893 . . . | ... | 8,30,64,202 | 80,92,415 | 30,34,332 | 3·65 | 38,58,152 | ... | — 8,23,820 |
| 1894 . . . | ... | 8,31,46,521 | 80,46,559 | 32,83,865 | 3·95 | 42,81,812 | 1,66,449 | —11,04,396 |
| 1895 . . . | ... | 8,35,71,763 | 89,14,947 | 38,96,987 | 4·66 | 42,77,578 | 2,55,271 | — 6,35,862 |
| 1896 . . . | ... | 8,34,96,484 | 89,45,581 | 40,27,489 | 4·81 | 40,60,677 | 2,51,567 | — 2,84,755 |
| 1897 . . . | ... | 8,33,80,017 | 91,81,409 | 42,96,757 | 5·15 | 38,76,142 | 3,25,390 | + 95,225 |
| 1898 . . . | ... | 8,12,55,032 | 84,67,581 | 38,35,527 | 4·72 | 37,49,521 | 3,06,473 | — 2,20,467 |
| 1899 . . . | ... | 8,21,15,782 | 84,74,462 | 39,83,540 | 4·85 | 36,39,891 | 2,45,608 | + 98,041 |
| 1900 . . | ... | 8,37,03,278 | 89,04,825 | 43,97,916 | 5·25 | 36,77,879 | 3,68,408 | †+ 3,51,629 |
| 1901 . . . | ... | 8,91,12,077 | 1,01,44,657 | 54,15,176 | 6·07 | 37,23,736 | 4,59,540 | +12,31,900 |

* Including Rs. 67,33,159 on account

† The gain in 1900 was due to the

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## DIX 7—*continued.*



*income derived by railways which are not guaranteed by the State.*

11, 14, 48, and 50 of Report.)

| WORKED BY COMPANIES—(*contd.*) | | | | | | | | | | | | | CLASS OF RAILWAYS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3′ 3⅜″ | | | | | | | | | | | | | GAUGE. |
| 23 (*b*). | | | | | | 24 (*a*) | | | | | | | Class; No. |
| TANJORE DISTRICT BOARD (MÁYAVARAM-MUTUPET). | | | | | | BURMA. | | | | | | | Railway. |
| Capital expenditure to end of each year. | Gross earnings. | Net traffic earnings. | Per cent on Capital outlay. | Interest. | Gain or loss to the State. | Capital expenditure to end of each year. | Gross earnings. | Net traffic earnings. | Per cent. on Capital outlay. | Interest. | Company's share of net traffic receipts. | Gain or loss to the State. | Calendar year. |
| Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | |
| ... | ... | ... | ... | ... | ... | 1,23,86,597 | 9,55,918 | 1,41,743 | 1·14 | 5,47,438 | ... | —4,05,695 | 1879 |
| ... | ... | ... | ... | ... | ... | 1,25,87,340 | 13,22,710 | 5,21,085 | 4·14 | 5,62,331 | ... | —41,246 | 1880 |
| ... | ... | ... | ... | ... | ... | 1,36,51,992 | 15,43,622 | 6,45,077 | 4·73 | 5,86,210 | ... | +58,867 | 1881 |
| ... | ... | ... | ... | ... | ... | 1,78,39,222 | 15,75,691 | 6,30,430 | 3·53 | 6,23,969 | ... | +6,461 | 1882 |
| ... | ... | ... | ... | ... | ... | 2,19,77,689 | 15,62,886 | 5,60,766 | 2·55 | 7,46,068 | ... | —1,85,302 | 1883 |
| ... | ... | ... | ... | ... | ... | 2,56,37,089 | 21,05,421 | 8,21,936 | 3·21 | 9,69,215 | ... | —1,47,279 | 1884 |
| ... | ... | ... | ... | ... | ... | 2,72,85,343 | 21,63,656 | 4,73,123 | 1·73 | 10,61,184 | ... | —5,88,061 | 1885 |
| ... | ... | ... | ... | ... | ... | 2,88,52,604 | 26,57,955 | 9,41,149 | 3·26 | 12,64,242 | ... | —3,23,093 | 1886 |
| ... | ... | ... | ... | ... | ... | 3,66,52,847 | 33,24,263 | 15,58,303 | 4·25 | 13,15,249 | ... | +2,43,054 | 1887 |
| ... | ... | ... | ... | ... | ... | 4,83,73,677 | 33,76,218 | 12,71,960 | 2·63 | 18,18,560 | ... | —5,46,600 | 1888 |
| ... | ... | ... | ... | ... | ... | 5,12,49,158 | 46,90,263 | 15,73,552 | 3·07 | 20,17,224 | ... | —4,43,672 | 1889 |
| 61,509 | ... | ... | ... | 1,230 | —1,230 | 5,56,22,296 | 54,71,432 | 23,48,191 | 4·22 | 21,35,308 | ... | +2,12,883 | 1890 |
| 4,82,149 | ... | ... | ... | 10,873 | —10,873 | 6,08,31,289 | 58,55,197 | 23,71,392 | 3·90 | 23,28,287 | ... | +43,105 | 1891 |
| 13,84,423 | ... | ... | ... | 37,331 | —37,331 | 6,64,02,875 | 71,00,618 | 33,86,088 | 5·10 | 24,90,221 | ... | +8,95,867 | 1892 |
| 21,62,957 | ... | ... | ... | 70,947 | —70,947 | 7,03,47,005 | 67,22,506 | 22,42,492 | 3·19 | 27,19,995 | ... | —4,77,503 | 1893 |
| 23,79,123 | 1,63,460 | 62,942 | 2·65 | 1,00,701 | —37,759 | 7,37,14,721 | 62,87,354 | 23,23,328 | 3·15 | 28,94,375 | ... | —5,71,047 | 1894 |
| 24,47,438 | 2,42,024 | 93,669 | 3·83 | 95,700 | — 2,031 | 7,57,29,659 | 67,11,062 | 27,02,356 | 3·57 | 30,01,163 | ... | —2,98,807 | 1895 |
| 24,49,680 | 2,47,772 | 99,361 | 4·06 | 97,861 | + 1,500 | 8,13,44,229 | 76,08,558 | 29,85,751 | 3·67 | 34,43,442 | ... | —4,57,691 | 1896 |
| 24,91,854 | 2,66,081 | 1,11,496 | 4·47 | 99,159 | +12,337 | 8,73,31,890 | 86,76,403 | 38,82,673 | 4·45 | 38,31,674 | 1,62,877 | —1,11,878 | 1897 |
| 24,94,905 | 2,46,199 | 77,627 | 3·11 | 99,843 | —22,216 | 9,24,93,509 | 89,91,451 | 37,88,523 | 4·10 | 39,49,899 | 1,61,076 | —3,22,452 | 1898 |
| 24,97,355 | 2,42,016 | 96,798 | 3·88 | 99,845 | — 3,047 | 10,11,17,647 | 88,25,724 | 35,78,407 | 3·54 | 38,35,209 | 1,24,994 | —3,81,796 | 1899 |
| 26,50,776 | 2,32,280 | 97,782 | 3·69 | 1,02,734 | — 4,952 | 11,03,96,635 | 1,10,29,947 | 48,94,824 | 4·43 | 38,49,026 | 3,47,606 | †+6,98,192 | 1900 |
| 32,17,511 | 2,90,637 | 1,35,765 | 4·22 | 1,38,841 | —3,076 | 11,99,22,408 | 1,18,85,329 | 49,89,636 | 4·16 | 40,41,108 | 4,42,439 | +5,06,109 | 1901 |

of premium paid for the purchase of line as regards 1891 to 1901.

opening of 131 miles of new line.


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Appendix 7.
Gain or loss.

# APPEN

*Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS: OF RAILWAYS. | STATE LINES | | | | | |
|---|---|---|---|---|---|---|
| GAUGE. | 2′ 6″ | | | | | |
| Class: No. | 4 (b) | | | | | |
| Railway. | RAIPUR-DHAMTARI. | | | | | |
| Calendar year. | Capital expenditure to end of each year. | Gross earnings. | Net traffic earnings. | Per cent. on Capital outlay. | Interest. | Gain or loss to the State. |
| | Rs. | Rs. | Rs. | | Rs. | Rs. |
| 1879 | ... | ... | ... | ... | ... | ... |
| 1880 | ... | ... | ... | ... | ... | ... |
| 1881 | ... | ... | ... | ... | ... | ... |
| 1882 | ... | ... | ... | ... | ... | ... |
| 1883 | ... | ... | ... | ... | ... | ... |
| 1884 | ... | ... | ... | ... | ... | ... |
| 1885 | ... | ... | ... | ... | ... | ... |
| 1886 | ... | ... | ... | ... | ... | ... |
| 1887 | ... | ... | ... | ... | ... | ... |
| 1888 | ... | ... | ... | ... | ... | ... |
| 1889 | ... | ... | ... | ... | ... | ... |
| 1890 | ... | ... | ... | ... | ... | ... |
| 1891 | ... | ... | ... | ... | ... | ... |
| 1892 | ... | ... | ... | ... | ... | ... |
| 1893 | ... | ... | ... | ... | ... | ... |
| 1894 | ... | ... | ... | ... | ... | ... |
| 1895 | ... | ... | ... | ... | ... | ... |
| 1896 | ... | ... | ... | ... | ... | ... |
| 1897 | ... | ... | ... | ... | ... | ... |
| 1898 | ... | ... | ... | ... | ... | ... |
| 1899 | ... | ... | ... | ... | ... | ... |
| 1900 | ... | ... | ... | ... | ... | ... |
| 1901 | 13,69,838 | 71,595 | 19,418 | 1·42 | 8,142 | +11,276 |

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*income derived by railways which are not guaranteed by the State.*

11, 14, 48, and 50 of Report.)

| WORKED BY COMPANIES. | | | | | | | | CLASS: OF RAILWAYS. |
|---|---|---|---|---|---|---|---|---|
| TOTAL STATE LINES WORKED BY COMPANIES. | | | | | | | | GAUGE. / Class: No. / Railway. |
| Capital expenditure to end of each year. | Gross earnings. | Net traffic earnings. | Per cent. on Capital outlay. | Interest | Annuity. | Companies' share of net traffic receipts. | Gain or loss to the State. | Calendar year. |
| Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | |
| 75,82,76,205 | 7,81,60,391 | 4,16,06,436 | 5·48 | 3,58,36,511 | ... | 67,40,168 | —9,70,243 | 1879 |
| 81,63,26,647 | 8,11,07,830 | 4,31,77,823 | 5·28 | 4,01,41,208 | ... | 23,26,526 | +7,10,089 | 1880 |
| 83,97,37,952 | 9,46,46,855 | 5,31,64,366 | 6·33 | 2,37,24,777 | 1,73,92,000 | 38,87,615 | +81,59,974 | 1881 |
| 86,09,04,239 | 10,25,15,091 | 5,59,59,418 | 6·50 | 2,45,29,764 | 1,73,92,000 | 49,93,956 | +90,43,698 | 1882 |
| 89,33,76,969 | 10,81,27,527 | 5,88,54,380 | 6·58 | 2,57,73,676 | 1,72,57,772 | 53,22,649 | +1,05,00,283 | 188 |
| 94,84,67,605 | 10,38,96,970 | 5,33,24,316 | 5·62 | 2,99,49,129 | 1,78,50,459 | 36,48,371 | +18,76,357 | 1884 |
| 98,17,85,663 | 11,39,37,679 | 6,27,64,324 | 6·39 | 3,27,96,267 | 1,79,75,714 | 43,26,846 | +76,65,397 | 1885 |
| 1,02,18,18,347 | 11,96,48,068 | 6,49,60,028 | 6·35 | 3,72,12,162 | 1,89,50,137 | 61,14,900 | +26,82,829 | 1886 |
| 1,10,62,82,922 | 12,16,91,617 | 6,65,29,041 | 6 01 | 4,00,33,164 | 1,92,13,333 | 61,96,510 | +10,86,034 | 1887 |
| 1,18,24,25,419 | 12,60,22,662 | 6,78,95,940 | 5·74 | 4,30,90,239 | 2,03,43,530 | 59,95,847 | —15,33,676 | 1888 |
| 1,23,20,13,498 | 12,76,70,163 | 6,39,68,574 | 5·19 | 4,49,34,667 | 2,09,60,000 | 44,59,376 | —63,86,469 | 1889 |
| 1,26,86,63,039 | 12,88,49,143 | 6,70,69,318 | 5·28 | 4,38,47,928 | 2,03,43,530 | 50,85,141 | —22,07,281 | 1890 |
| 1,29,98,82,267 | 14,67,92,241 | 8,47,45,715 | 6·51 | 4,59,04,240 | 1,86,94,054 | 91,41,513 | +1,10,65,908 | 1891 |
| 1,33,31,37,213 | 14,87,90,579 | 8,32,68,559 | 6·24 | 4,90,49,926 | 2,06,47,164 | 77,78,701 | +57,92,768 | 1892 |
| 1,35,85,51,256 | 15,23,99,678 | 8,31,93,577 | 6·12 | 5,22,86,202 | 2,34,46,780 | 67,35,920 | +7,24,675 | 1893 |
| 1,38,77,66,065 | 75,49,97,835 | 8,47,02,486 | 6·10 | 5,75,27,791 | 2,43,89,582 | 70,30,127 | —42,45,014 | 1894 |
| 1,41,81,97,639 | 15,53,05,548 | 8,51,14,369 | 6·00 | 5,91,18,811 | 2,61,01,122 | 56,72,705 | —57,78,269 | 1895 |
| 1,45,72,48,062 | 15,38,21,861 | 8,22,17,416 | 5·64 | 5,85,30,847 | 2,58,59,455 | 56,44,095 | —78,16,981 | 1896 |
| 1,51,79,49,248 | 15,27,01,770 | 8,15,13,994 | 5·36 | 5,73,68,338 | 2,47,34,406 | 43,86,126 | —49,74,876 | 1897 |
| 1,57,33,14,867 | 16,25,56,825 | 8,55,78,978 | 5·43 | 5,72,94,849 | 2,32,64,533 | 61,76,713 | —11,57,117 | 1898 |
| 1,64,63,19,528 | 17,54,48,813 | 9,40,94,303 | 5·71 | 5,81,35,954 | 2,21,45,516 | 67,86,024 | +70,26,809 | 1899 |
| 1,82,51,40,548 | 19,24,20,546 | 10,56,47,125 | 5·78 | 5,29,50,550 | 3,10,49,852 | 71,06,030 | +1,45,40,693 | 1900 |
| 1,97,00,87,374 | 20,60,79,675 | 11,20,39,537 | 5·68 | 5,13,30,730 | 4,07,70,270 | 42,52,162 | +1,56,86,375 | 1901 |


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P. T. O.

## Appendix 7.
Gain or loss.

## APPEN

*Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS : OF RAILWAYS. | STATE LINES WORKED | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 5′ 6″, 3′ 3⅜″ and 2′ 6″. | | | | | | | | | 5′ 6″. | | |
| Class : No. | 2 (*a*) and (*b*). | | | | | | | | | | | |
| Railway. | EASTERN BENGAL. | | | | | | | | | EAST | | |
| Calendar year. | Capital withdrawn to end of each year. | Capital expenditure to end of each year. | Gross earnings. | Net traffic earnings. | Per-cent. on Capi-tal out-lay. | Interest. | Annuity. | Com-pany's share of sur-plus profits. | Gain or loss to the State. | Capital expenditure to end of each year. | Gross earnings. | Net traffic earnings. |
| | £ | Rs. | Rs. | Rs. | | Rs. | Rs. | £ | Rs. | Rs. | | Rs. |
| 1879 | 5,714,910 | 6,23,44,476 | 60,22,272 | 25,79,314 | 4·14 | 28,51,165 | ... | 3,67,326 | −6,39,177 | ... | ... | ... |
| 1880 | 5,809,133 | 6,33,72,354 | 66,91,060 | 33,75,186 | 5·33 | 29,27,692 | ... | 5,34,950 | −87,456 | ... | ... | ... |
| 1881 | 5,862,258 | 6,39,51,905 | 75,05,736 | 42,86,406 | 6·70 | 28,50,922 | ... | 8,24,125 | +6,11,359 | ... | ... | ... |
| 1882 | 6,232,511 | 6,50,12,846 | 85,79,404 | 47,17,459 | 7·26 | 27,92,607 | ... | 8,95,329 | +10,29,523 | ... | ... | ... |
| 1883 | 6,433,628 | 7,01,85,023 | 80,73,465 | 47,01,716 | 6·70 | 29,48,783 | ... | 14,98,223 | +12,54,710 | ... | ... | ... |
| 1884 | ... | 7,52,12,686 | 78,12,979 | 24,80,526 | 3·30 | 15,92,486 | 3,50,920 | ... | +5,37,120 | ... | ... | ... |
| 1885 | ... | 8,25,04,899 | 72,85,916 | 25,25,336 | 3·06 | 21,82,794 | 7,22,920 | ... | −3,80,378 | ... | ... | ... |
| 1886 | ... | 8,94,01,378 | 82,73,918 | 30,89,720 | 3·44 | 24,34,239 | 19,04,750 | ... | −12,49,269 | ... | ... | ... |
| 1887 | ... | 9,04,97,792 | 94,30,399 | 45,04,782 | 4·98 | 41,71,008 | 14,90,152 | ... | −11,56,378 | ... | ... | ... |
| 1888 | ... | 9,52,54,255 | 1,05,19,210 | 55,25,424 | 5·80 | 28,83,744 | 20,11,011 | ... | +6,30,669 | ... | ... | ... |
| 1889 | ... | 9,73,16,142 | 1,11,76,674 | 61,91,625 | 6·36 | 30,18,703 | 20,43,953 | ... | +11,28,969 | ... | ... | ... |
| 1890 | ... | 10,94,13,252 | 1,14,78,382 | 60,70,323 | 5·55 | 30,96,150 | 18,14,110 | ... | +11,60,063 | 3,79,490 | ... | ... |
| 1891 | ... | 11,24,90,649 | 1,26,75,440 | 65,32,100 | 5·81 | 32,01,166 | 19,48,198 | ... | +13,82,736 | 1,10,69,894 | ... | ... |
| 1892 | ... | 11,53,92,055 | 1,15,56,446 | 62,33,727 | 5·40 | 38,86,181 | 16,53,922 | ... | +6,93,624 | 2,60,11,131 | ... | ... |
| 1893 | ... | 11,61,73,626 | 1,20,51,147 | 66,35,138 | 5·71 | 39,53,310 | 16,49,185 | ... | +10,32,643 | 3,58,67,473 | 4,98,660 | 1,53,732 |
| 1894 | ... | 11,66,97,311 | 1,40,15,726 | 83,53,559 | 7·16 | 41,01,624 | 18,91,850 | ... | +23,60,085 | 4,39,47,727 | 14,80,678 | 1,50,921 |
| 1895 | ... | 11,65,36,758 | 1,45,09,739 | 89,74,474 | 7·70 | 41,50,415 | 18,72,565 | ... | +29,51,494 | 5,09,41,876 | 19,04,251 | 3,29,184 |
| 1896 | ... | 11,91,25,239 | 1,50,81,670 | 90,02,286 | 7·56 | 41,06,132 | 17,56,153 | ... | +31,40,001 | 6,33,64,948 | 24,66,753 | 5,39,901 |
| 1897 | ... | 12,41,13,831 | 1,47,62,233 | 80,60,612 | 6·49 | 42,80,503 | 16,53,278 | ... | +21,26,831 | 7,22,26,070 | 29,21,162 | 8,92,453 |
| 1898 | ... | 12,71,99,245 | 1,47,17,879 | 83,35,064 | 6·55 | 43,89,356 | 15,75,020 | ... | +23,70,688 | 8,24,02,269 | 28,10,742 | 6,69,831 |
| 1899 | ... | 13,09,94,403 | 1,56,12,436 | 83,01,083 | 6·34 | 45,00,276 | 15,62,391 | ... | +22,38,416 | 8,65,93,097 | 43,92,237 | 15,37,294 |
| 1900 | ... | 13,51,97,243 | 1,71,00,460 | 92,46,424 | 6·84 | 47,02,516 | 15,66,769 | ... | +29,77,139 | 8,80,71,731 | 64,04,543 | 26,54,794 |
| 1901 | | 14,13,39,852 | 1,65,99,440 | 83,08,281 | 5·88 | 41,11,665 | 23,37,123 | ... | +18,59,493 | Amalgamated with B. N. and Madras | | |

* Including Rs. 89,20,143 on account
† Including Rs. 1,09,01,388 on account

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**DIX 7—*continued.***



***income derived by railways which are not guaranteed by the State.***

11, 14, 48 and 50 of Report.)

| BY THE STATE. | | | | | | | | | | | CLASS: OF RAILWAYS. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 5′ 6″ and 3′ 3⅜″ | | | | | | | | GAUGE. |
| | | | 6 (*a*) and (*c*). | | | | | | | | Class: No. |
| COAST. | | | OUDH AND ROHILKHAND. | | | | | | | | Railway. |
| Per cent. on Capital outlay. | Interest. | Gain or loss to the State. | Capital withdrawn to end of each year. | Capital expenditure to end of each year. | Gross earnings. | Net traffic earnings. | Per cent. on Capital outlay. | Interest. | Surplus profits paid to Company. | Gain or loss to the State. | Calendar year. |
| Rs. | Rs. | Rs. | £ | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | |
| ... | ... | ... | 5,803,576 | 5,80,35,764 | 43,44,843 | 18,19,936 | 3·14 | 28,00,000 | ... | −9,80,064 | 1879 |
| ... | ... | ... | 6,022,408 | 6,02,24,081 | 44,55,150 | 19,04,409 | 3·16 | 28,19,946 | ... | −9,15,537 | 1880 |
| ... | ... | ... | 6,253,093 | 6,25,30,935 | 49,28,730 | 19,75,699 | 3·16 | 29,14,137 | ... | −9,38,438 | 1881 |
| ... | ... | ... | 6,527,984 | 6,52,79,840 | 52,62,844 | 18,01,371 | 2·76 | 30,67,622 | ... | −12,66,251 | 1882 |
| ... | ... | ... | 7,076,944 | 7,07,69,446 | 54,56,255 | 24,80,362 | 3·50 | 31,35,495 | ... | −6,55,133 | 1883 |
| ... | ... | ... | 7,914,338 | 7,91,43,383 | 52,75,198 | 23,26,146 | 2·94 | 41,14,587 | ... | −17,88,441 | 1884 |
| ... | ... | ... | 8,543,442 | 8,54,34,426 | 55,37,369 | 17,95,361 | 2·10 | 46,53,333 | ... | −28,57,972 | 1885 |
| ... | ... | ... | 8,951,277 | 8,95,12,775 | 65,05,408 | 28,60,755 | 3·20 | 51,88,014 | ... | −23,27,259 | 1886 |
| ... | ... | ... | 9,170,667 | 9,17,06,668 | 66,46,213 | 31,35,249 | 3·42 | 53,98,339 | ... | −22,63,090 | 1887 |
| ... | ... | ... | 9,184,165 | 9,18,41,649 | 70,77,053 | 30,16,005 | 3·28 | 51,67,494 | ... | −21,51,489 | 1888 |
| ... | ... | ... | ... | 9,22,32,226 | 75,39,683 | 42,04,076 | 4·56 | 49,71,898 | ... | −7,67,822 | 1889 |
| ... | 7,590 | −7,590 | ... | 10,36,90,668 † | 73,81,396 | 37,54,478 | 3·62 | 44,23,109 | ... | −6,68,631 | 1890 |
| ... | 2,33,786 | −2,33,786 | ... | 10,37,39,746 | 85,64,209 | 49,42,458 | 4·76 | 47,25,666 | ... | +2,16,792 | 1891 |
| ... | 7,41,621 | −7,41,621 | ... | 11,43,96,473 | 85,42,836 | 50,16,329 | 4·39 | 52,79,411 | ... | −2,63,082 | 1892 |
| 0·43 | 13,48,868 | −11,95,136 | ... | 11,18,18,680 | 87,15,927 | 50,17,053 | 4·49 | 55,01,058 | ... | −4,84,005 | 1893 |
| 0·34 | 15,92,909 | −14,41,988 | ... | 11,37,88,572 | 1,05,18,836 | 57,36,138 | 5·04 | 63,11,123 | ... | −5,74,985 | 1894 |
| 0·65 | 19,12,886 | −15,83,702 | ... | 11,74,06,536 | 1,02,94,880 | 52,55,948 | 4·48 | 63,69,949 | ... | −11,14,001 | 1895 |
| 0·85 | 23,72,875 | −18,32,974 | ... | 12,01,70,873 | 86,97,076 | 43,50,907 | 3·62 | 61,30,729 | ... | −17,79,822 | 1896 |
| 1·23 | 26,96,796 | −18,04,343 | ... | 12,53,20,627 | 85,15,856 | 36,96,778 | 2·95 | 59,77,486 | ... | −22,80,708 | 1897 |
| 0·81 | 30,98,828 | −24,28,997 | ... | 12,73,91,601 | 98,51,599 | 53,07,727 | 4·17 | 58,76,247 | ... | −5,68,520 | 1898 |
| 1·78 | 35,14,602 | −19,77,308 | ... | 13,30,85,811 | 1,11,38,990 | 60,76,595 | 4·57 | 59,75,202 | ... | +1,01,393 | 1899 |
| 3·01 | 34,46,555 | −7,91,761 | ... | 13,64,96,257 | 1,15,15,132 | 55,91,727 | 4·10 | 62,28,185 | ... | −6,36,458 | 1900 |
| rail ways. | | ... | ... | 13,97,17,437 | 1,32,54,991 | 72,20,007 | 5·17 | 63,12,044 | ... | + 9,07,963 | 1901 |

of premium paid for the purchase of line.
of premium paid for the purchase of line.


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**Appendix 7.**
Gain or loss.

**APPEN**

*Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS: OF RAILWAYS. | STATE LINES WORKED | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 5'6". | | | | | | | | | |
| Class: No. | 7 (a). | | | | | | | | | |
| Railway. | NORTH WESTERN. | | | | | | | | NOWSHERA- | |
| Calendar year. | Capital expenditure to end of each year. | Gross earnings. | Net traffic earnings. | Per cent. on Capital outlay. | Interest. | Annuity. | Surplus profits paid to Company. | Gain or loss to the State. | Capital outlay. | Gross earnings. |
| | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| 1879 . . | 21,67,64,247 | 51,27,621 | 55,36,870 | 2·55 | 1,00,29,015 | ... | ... | —44,92,145 | ... | ... |
| 1880 . . | 25,05,35,401 | 1,00,30,666 | 75,55,561 | 3·02 | 1,11,36,919 | ... | 21,123 | —36,02,480 | ... | ... |
| 1881 . . | 26,38,29,396 | 90,04,725 | 46,13,547 | 1·75 | 1,17,64,868 | ... | ... | —71,51,301 | ... | ... |
| 1882 . . | 27,49,44,870 | 82,43,072 | 57,96,011 | 2·11 | 1,05,83,712 | ... | ... | —47,87,701 | ... | ... |
| 1883 . . | 28,18,15,806 | 1,03,81,148 | 87,19,243 | 3·09 | 1,07,43,931 | ... | ... | —21,24,688 | ... | ... |
| 1884 . . | 29,20,27,775 | 1,07,68,748 | 88,21,631 | 3·02 | 1,18,26,701 | ... | ... | —30,05,070 | ... | ... |
| 1885 . . | 31,69,43,458 | 1,49,78,983 | 1,37,44,127 | 4·34 | 1,64,98,697 | ... | 1,25,953 | —28,80,523 | ... | ... |
| 1886 . . | 36,09,90,705 | 2,53,60,901 | 1,19,92,839 | 3·32 | 1,14,07,148 | 53,00,733 | ... | —47,15,042 | ... | ... |
| 1887 . . | 38,37,70,872 | 2,10,03,388 | 57,77,585 | 1·51 | 1,01,56,779 | 88,30,322 | ... | —1,24,09,516 | ... | ... |
| 1888 . . | 39,71,81,000 | 2,57,79,305 | 83,66,598 | 2·12 | 1,09,18,938 | 83,45,756 | ... | —1,08,98,096 | ... | ... |
| 1889 . . | 40,94,31,603 | 2,82,06,820 | 1,02,84,741 | 2·51 | 1,13,76,516 | 83,98,768 | ... | —94,90,543 | ... | ... |
| 1890 . . | 43,75,89,322 | 2,73,99,035 | 1,02,57,601 | 2·34 | 1,16,66,585 | 74,54,323 | ... | —88,63,307 | ... | ... |
| 1891 . . | 44,08,53,143 | 3,25,78,355 | 1,21,32,521 | 2·75 | 1,20,67,543 | 80,05,299 | ... | —79,40,321 | ... | ... |
| 1892 . . | 44,93,12,842 | 2,64,35,665 | 94,50,960 | 2·10 | 1,24,26,030 | 89,84,076 | ... | —1,19,59,146 | ... | ... |
| 1893 . . | 45,92,25,753 | 2,92,68,732 | 97,97,643 | 2·13 | 1,27,61,682 | 90,98,545 | ... | —1,20,62,584 | ... | ... |
| 1894 . . | 46,99,28,097 | 3,23,14,097 | 1,28,25,181 | 2·73 | 1,24,63,279 | 1,03,59,245 | ... | — 99,97,343 | ... | ... |
| 1895 . . | 48,49,36,634 | 3,52,18,382 | 1,64,46,998 | 3·39 | 1,35,01,193 | 1,03,17,385 | ... | — 73,71,580 | ... | ... |
| 1896 . . | 50,03,13,064 | 2,94,41,749 | 1,18,86,409 | 2·38 | 1,42,35,427 | 96,43,588 | ... | —1,19,92,606 | ... | ... |
| 1897 . . | 51,00,47,458 | 3,29,03,448 | 1,49,78,897 | 2·94 | 1,45,85,298 | 90,50,191 | ... | — 86,56,592 | ... | ... |
| 1898 . . | 51,58,34,091 | 3,76,01,912 | 1,85,74,360 | 3·60 | 1,50,41,459 | 86,35,849 | ... | — 51,02,948 | ... | ... |
| 1899 . . | 52,22,86,203 | 3,52,21,759 | 1,60,89,223 | 3·08 | 1,50,40,208 | 85,61,406 | ... | — 75,12,384 | ... | ... |
| 1900 . . | 52,78,48,285 | 3,15,22,237 | 1,32,19,151 | 2·50 | 1,54,25,164 | 85,76,682 | ... | —1,07,82,695 | ... | ... |
| 1901 . . | 53,07,51,734 | 4,10,94,240 | 2,04,17,173 | 3·84 | 1,54,91,908 | 86,02,222 | ... | —36,76,957 | 17,97,886 | 95,037 |

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* Including Rs. 1,92,51,702 on account of premium paid for the

## DIX 7—*continued.*



*income derived by railways which are not guaranteed by the State.*

11, 14, 48 and 50 of Report.)

| BY THE STATE. | | | | | | | | | | CLASS: OF RAILWAYS. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 2′ 6″ | | | | | | GAUGE. |
| 7 (*f*) | | | | | | | | | | Class: No. |
| DURGAI. | | | | CHERRA-COMPANYGANJ. | | | | | | Railway. |
| Net traffic earnings. | Percentage on capital outlay. | Interest. | Gain or loss to State. | Capital expenditure to end of each year. | Gross earnings. | Net traffic earnings. | Per cent. on Capital outlay. | Interest. | Gain or loss to the State. | Calendar year. |
| Rs. | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1879 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1880 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1881 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1882 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1883 |
| ... | ... | ... | ... | 15,208 | ... | ... | ... | 608 | —608 | 1884 |
| ... | ... | ... | ... | 4,81,665 | ... | ... | ... | 15,360 | —15,360 | 1885 |
| ... | ... | ... | ... | 5,87,939 | 4,044 | —14,074 | ... | 21,901 | —35,975 | 1886 |
| ... | ... | ... | ... | 7,11,143 | 9,705 | —22,403 | ... | 26,547 | —48,950 | 1887 |
| ... | ... | ... | ... | 7,57,596 | 8,138 | —20,622 | ... | 30,102 | —50,724 | 1888 |
| ... | ... | ... | ... | 7,66,715 | 10,316 | —14,514 | ... | 30,553 | —45,067 | 1889 |
| ... | ... | ... | ... | 7,72,975 | 17,490 | —2,856 | ... | 30,771 | —33,627 | 1890 |
| ... | ... | ... | ... | 7,73,282 | 18,472 | —606 | ... | 30,945 | —31,551 | 1891 |
| ... | ... | ... | ... | 7,77,609 | 18,571 | 868 | 0·11 | 22,545 | —21,677 | 1892 |
| ... | ... | ... | ... | 7,78,390 | 22,841 | 3,408 | 0·44 | 14,595 | —11,187 | 1893 |
| ... | ... | ... | ... | 7,80,473 | 24,835 | 4,393 | 0·56 | 14,085 | —9,692 | 1894 |
| ... | ... | ... | ... | 7,81,590 | 24,403 | 2,761 | 0·35 | 14,062 | —11,301 | 1895 |
| ... | ... | ... | ... | 7,78,151 | 26,340 | 672 | 0·09 | 14,046 | —13,374 | 1896 |
| ... | ... | ... | ... | 7,69,121 | 10,969 | —31,922 | ... | 13,644 | —45,566 | 1897 |
| ... | ... | ... | ... | 7,70,027 | 2,004 | —1,22,500 | ... | 13,561 | —1,36,061 | 1898 |
| ... | ... | ... | ... | 7,69,179 | 9,015 | —34,607 | ... | 13,566 | —48,173 | 1899 |
| ... | ... | ... | ... | 7,68,723 | 4,851 | —25,221 | ... | 13,571 | —38,792 | 1900 |
| —60,702 | ... | 58,786 | —1,19,488 | ... | 2,829 | —8,594 | ... | 13,531 | —22,125 | 1901 |

purchase of line.


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| Rohilkund and Kumaon | 64 |
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**Appendix 7.**
Gain or loss.

**APPEN**

*Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS: OF RAILWAYS. | STATE LINES WORKED | | | | | |
|---|---|---|---|---|---|---|
| GAUGE. | 2' 0" | | | | | |
| Class: No. | 33 | | | | | |
| Railway. | JORHAT. | | | | | |
| Calendar year. | Capital expenditure to end of each year. | Gross earnings. | Net traffic earnings. | Per cent. on Capital outlay. | Interest. | Gain or loss to the State. |
| | Rs. | Rs. | Rs. | | Rs. | Rs. |
| 1879 | ... | ... | ... | ... | ... | ... |
| 1880 | ... | ... | ... | ... | ... | ... |
| 1881 | ... | ... | ... | ... | ... | ... |
| 1882 | ... | ... | ... | ... | ... | ... |
| 1883 | ... | ... | ... | ... | ... | ... |
| 1884 | 4,38,338 | 1,161 | —483 | ... | 17,533 | —18,016 |
| 1885 | 5,14,641 | 31,828 | —7,455 | ... | 19,395 | —26,850 |
| 1886 | 5,84,608 | 38,271 | —13,887 | ... | 22,026 | —35,913 |
| 1887 | 6,79,372 | 49,199 | —13,772 | ... | 26,608 | —40,380 |
| 1888 | 7,10,376 | 55,477 | 75 | ... | 27,807 | —27,732 |
| 1889 | 7,33,649 | 59,665 | —3,543 | ... | 29,057 | —32,600 |
| 1890 | 7,42,351 | 61,967 | 6,162 | 0'85 | 29,448 | —23,286 |
| 1891 | 7,51,421 | 64,583 | 1,483 | 0'20 | 30,026 | —28,543 |
| 1892 | 7,54,791 | 66,079 | 11,789 | 1'56 | 30,107 | —18,318 |
| 1893 | 7,99,680 | 69,810 | 14,436 | 1'81 | 32,013 | —17,577 |
| 1894 | 8,18,184 | 71,933 | 11,201 | 1'37 | 32,587 | —21,386 |
| 1895 | 8,28,409 | 84,696 | 18,720 | 2'26 | 32,919 | —14,199 |
| 1896 | 8,65,300 | 89,996 | 13,745 | 1'59 | 33,592 | —19,847 |
| 1897 | 9,02,416 | 96,186 | 14,124 | 1'57 | 36,102 | —21,978 |
| 1898 | 9,09,445 | 95,958 | 20,135 | 2'21 | 36,179 | —16,044 |
| 1899 | 9,31,626 | 96,488 | —5,946 | ... | 37,228 | —43,174 |
| 1900 | 9,08,643 | 86,695 | —15,664 | ... | 36,341 | —52,005 |
| 1901 | 9,01,038 | 83,184 | —4,169 | ... | 36,248 | —40,417 |

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| Assam-Bengal | 38 | Brahmaputra-Sultanpur | 59 | Guntakal-Mysore frontier | 41 |
| Bársi Light | 65 | Burma | 43 | Gwalior Light | 75 |
| Bengal and North-Western (Company's section) | 63 | Calcutta Port Commissioners' | 57 | Hardwar-Dehra | 57 |
| Bengal Central | 30 | Cherra-Companyganj | 49 | Hindupur (Yesvantpur-Mysore-frontier) | 73 |
| Bengal Dooars | 61 | Cooch-Behar | 76 | Howrah-Amta | 67 |
| Bengal Dooars extensions | 61 | Darjeeling-Himalayan | 67 | Howrah-Sheakhala | 68 |
| Bengal-Nágpur | 31 | Delhi-Umballa-Kalka | 56 | Hyderabad-Godávari Valley | 73 |
| Bezwada extension | 35 | Deoghur | 63 | Indian Midland | 34 |
| Bhávnagar-Gondal-Junágad-Porbandar | 78 | Dhond-Mánmad | 32 | Jammu and Kashmir (Native State section) | 76 |
| Bhopal-Itársi (British section) | 34 | Dhrangadrá | 79 | Jámnagar | 78 |
| Bhopal-Itársi (Native State section) | 70 | Dibru-Sadiya | 62 | Jetalsar-Rájkot | 78 |
| Bhopal-Ujjain | 70 | Eastern Bengal State | 46 | Jodhpur | 77 |
| Bikaner | 77 | East Coast State | 46 | Jodhpur-Hyderábad (British section) | 39 |
| Bina-Goona-Báran | 59 | East Indian | 30 | | |
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## DIX 7—*continued.*



*income derived by railways which are not guaranteed by the State.*

11, 14, 48 and 50 of Report.)

BY THE STATE.

CLASS: OF RAILWAYS.

GAUGE.

Class: No.

Railway.

TOTAL STATE LINES WORKED BY THE STATE.

| Capital expenditure to end of each year. | Gross earnings. | Net traffic earnings. | Per cent. on Capital outlay. | Interest. | Annuity. | Surplus profits paid to companies. | Gain or loss to the State. | Calendar year. |
|---|---|---|---|---|---|---|---|---|
| Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | |
| 33,71,44,487 | 1,54,94,736 | 99,36,120 | 2·95 | 1,56,80,180 | ... | 3,67,326 | —61,11,386 | 1879 |
| 37,41,31,836 | 2,11,76,876 | 1,28,35,156 | 3·43 | 1,68,84,557 | ... | 5,56,072 | —46,05,473 | 1880 |
| 39,03,12,236 | 2,14,39,191 | 1,08,75,652 | 2·78 | 1,75,29,927 | ... | 8,24,125 | —74,78,400 | 1881 |
| 40,52,37,556 | 2,20,85,320 | 1,23,14,841 | 3·04 | 1,64,43,941 | ... | 8,95,329 | —50,24,429 | 1882 |
| 32,27,70,275 | 2,39,10,868 | 1,59,01,321 | 4·92 | 1,68,28,209 | ... | 4,98,223 | —14,25,111 | 1883 |
| 44,68,37,390 | 2,38,58,086 | 1,36,27,820 | 3·05 | 1,75,51,915 | 3,50,920 | ... | —42,75,015 | 1884 |
| 48,58,79,089 | 2,78,34,096 | 1,80,57,369 | 3·71 | 2,33,69,579 | 7,22,920 | 1,25,953 | —61,61,083 | 1885 |
| 54,10,77,405 | 4,01,82,542 | 1,79,15,353 | 3·31 | 1,90,73,328 | 72,50,483 | ... | —83,63,458 | 1886 |
| 56,73,65,847 | 31,71,38,904 | 1,33,81,441 | 2·36 | 1,97,79,281 | 1,03,20,474 | ... | —1,67,18,314 | 1887 |
| 58,57,44,876 | 4,34,38,223 | 1,68,87,480 | 2·88 | 1,90,28,085 | 1,03,56,767 | ... | —1,24,98,372 | 1888 |
| 60,04,80,335 | 4,69,93,158 | 2,06,62,385 | 3·44 | 1,94,26,727 | 1,04,42,721 | ... | —92,07,063 | 1889 |
| 65,25,88,058 | 4,63,38,270 | 2,00,85,708 | 3·08 | 1,92,53,653 | 92,68,433 | ... | —84,36,378 | 1890 |
| 66,96,78,135 | 5,39,01,059 | 2,36,07,956 | 3·52 | 2,02,89,132 | 99,53,497 | ... | —66,34,673 | 1891 |
| 70,66,44,901 | 4,66,19,597 | 2,07,13,673 | 2·93 | 2,23,85,895 | 1,06,37,998 | ... | —1,23,10,220 | 1892 |
| 72,46,63,602 | 5,06,27,117 | 2,16,21,410 | 2·98 | 2,36,11,526 | 1,07,47,730 | ... | —1,27,37,846 | 1893 |
| 74,59,60,364 | 5,84,26,105 | 2,70,81,393 | 3·63 | 2,45,15,607 | 1,22,51,095 | ... | —96,85,309 | 1894 |
| 77,14,31,803 | 6,20,36,351 | 3,10,28,085 | 4·02 | 2,59,81,424 | 1,21,89,950 | ... | —71,43,289 | 1895 |
| 80,46,17,575 | 4,60,03,584 | 2,57,93,920 | 3·21 | 2,68,92,801 | 1,13,99,741 | ... | —1,24,98,622 | 1896 |
| 83,33,79,523 | 5,92,09,854 | 2,76,10,942 | 3·31 | 2,75,89,829 | 1,07,03,469 | ... | —1,06,81,943 | 1897 |
| 85,45,06,678 | 6,50,80,094 | 3,27,84,617 | 3·84 | 2,84,55,630 | 1,02,10,869 | ... | —58,81,882 | 1898 |
| 87,46,60,319 | 6,64,70,925 | 3,19,63,642 | 3·65 | 2,90,81,075 | 1,01,23,797 | ... | —72,41,230 | 1899 |
| 88,92,90,882 | 6,66,33,918 | 3,06,71,211 | 3·45 | 2,98,52,332 | 1,01,43,451 | ... | —93,24,572 | 1900 |
| 81,45,07,947 | 7,11,29,721 | 3,58,71,996 | 4·40 | 2,60,24,182 | 1,09,39,345 | ... | —10,91,531 | 1901 |


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| Kolhápur | 74 |
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| Lucknow-Bareilly | 39 |
| Ludhiana-Dhuri-Jakhal | 76 |
| Madras | 52 |
| Madras (North East line) | 36 |
| Morvi | 79 |
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Appendix 7.
Gain or loss.

# APPEN

*Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS: OF RAILWAYS. | LINES OWNED BY GUARAN | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 5′ 6″ | | | | | | | | | | | | |
| Class: No. | 9 (a) | | | | | | | | 11 (a) | | | | |
| Railway. | BOMBAY, BARODA AND CENTRAL INDIA. | | | | | | | | MADRAS. | | | | |
| Calendar year. | Capital withdrawn for expenditure to end of each year. | Capital expenditure to end of each year. | Gross earnings. | Net traffic earnings. | Per cent. on Capital outlay. | Guaranteed Interest. | Company's share of net traffic receipts. | Gain or loss to the State. | Capital withdrawn for expenditure to end of each year. | Capital expenditure to end of each year. | Gross earnings. | Net traffic earnings. | Percentage on Capital outlay. |
| | £ † | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | £ | Rs. | Rs. | Rs. | |
| 1879 | 7,829,814 | 8,54,16,162 | 71,52,788 | 32,13,354 | 3·76 | 43,69,254 | ... | —11,55,900 | 10,502,112 | 11,45,68,493 | 66,26,486 | 20,75,170 | 1·81 |
| 1880 | 7,767,066 | 8,47,31,626 | 82,44,376 | 47,34,654 | 5·58 | 43,69,254 | 3,83,846 | —8,02,293 | 10,448,004 | 11,39,78,220 | 61,62,546 | 19,57,137 | 1·73 |
| 1881 | 7,942,499 | 8,66,45,448 | 97,45,133 | 56,78,755 | 6·55 | 43,69,254 | 8,30,798 | +4,78,703 | 10,450,716 | 11,40,07,808 | 63,11,312 | 20,75,856 | 1·82 |
| 1882 | 8,028,999 | 8,75,89,091 | 1,01,76,190 | 50,15,619 | 5·73 | 43,07,734 | 8,06,346 | —98,461 | 10,447,214 | 11,39,69,608 | 69,18,571 | 25,70,841 | 2·25 |
| 1883 | 8,157,542 | 8,89,91,377 | 1,19,22,209 | 67,16,067 | 7·54 | 43,38,189 | 11,44,829 | +12,33,049 | 10,449,273 | 11,39,92,074 | 66,31,909 | 25,26,549 | 2·22 |
| 1884 | 8,274,713 | 9,02,69,608 | 1,21,95,390 | 68,87,562 | 7·63 | 49,99,341 | 13,17,768 | +5,70,453 | 10,473,022 | 11,42,51,164 | 71,41,318 | 29,35,687 | 2·57 |
| 1885 | 8,457,042 | 9,22,58,636 | 1,31,40,336 | 74,01,987 | 8·02 | 52,35,189 | 14,57,541 | +7,09,257 | 10,544,706 | 11,50,33,160 | 76,57,993 | 32,79,168 | 2·85 |
| 1886 | 8,495,850 | 9,26,82,002 | 1,35,05,635 | 78,73,228 | 8·50 | 55,87,440 | 16,97,985 | +5,87,803 | 10,631,619 | 11,59,81,297 | 79,66,097 | 32,29,243 | 2·78 |
| 1887 | 8,544,452 | 9,32,12,200 | 1,21,64,856 | 69,98,127 | 7·50 | 57,17,318 | 12,56,055 | +24,754 | 10,456,434 | 11,40,70,190 | 81,72,535 | 28,80,029 | 2·52 |
| 1888 | 8,670,553 | 9,45,87,848 | 1,27,38,933 | 70,48,164 | 7·45 | 60,29,893 | 12,68,879 | —2,50,608 | 10,576,377 | 11,53,78,656 | 85,31,054 | 35,21,615 | 3·05 |
| 1889 | 8,703,365 | 9,49,45,797 | 1,32,34,371 | 75,41,081 | 7·94 | 61,10,257 | 14,86,390 | —55,566 | 10,668,589 | 11,63,84,605 | 91,10,894 | 37,38,421 | 3·21 |
| 1890 | 8,737,304 | 9,53,16,045 | 1,29,40,379 | 74,23,195 | 7·79 | 54,66,227 | 14,22,120 | +5,34,848 | 10,815,222 | 11,79,84,234 | 95,06,134 | 45,21,480 | 2·83 |
| 1891 | 8,762,123 | 9,55,86,799 | 1,41,37,769 | 82,25,120 | 8·60 | 58,61,996 | 18,06,348 | +5,56,776 | 10,903,942 | 11,89,52,099 | 93,44,688 | 39,06,529 | 3·28 |
| 1892 | 8,756,801 | 9,55,28,735 | 1,42,44,478 | 81,30,959 | 8·51 | 65,57,945 | 17,86,755 | —2,13,741 | 10,979,085 | 11,97,71,835 | 96,24,670 | 42,92,133 | 3·58 |
| 1893 | 8,823,632 | 9,62,57,802 | 1,50,96,045 | 95,78,044 | 9·95 | 66,44,227 | 25,09,537 | +4,24,280 | 11,035,704 | 12,03,89,499 | 1,05,05,036 | 54,21,742 | 4·50 |
| 1894 | 8,960,037 | 9,77,45,855 | 1,59,48,484 | 1,06,70,974 | 10·30 | 76,09,071 | 27,35,713 | —2,73,810 | 11,048,154 | 12,05,25,315 | 1,03,21,012 | 49,47,863 | 4·10 |
| 1895 | 9,147,505 | 9,97,90,965 | 1,75,53,067 | 1,09,37,063 | 10·96 | 77,03,258 | 31,37,619 | +96,186 | 11,081,749 | 12,08,91,797 | 1,12,08,407 | 58,10,310 | 4·80 |
| 1896 | 9,456,068 | 10,31,57,107 | 1,62,03,933 | 89,00,862 | 8·60 | 73,03,613 | 20,78,128 | —4,80,879 | 11,105,608 | 12,11,52,091 | 1,08,80,251 | 53,85,291 | 4·44 |
| 1897 | 9,745,104 | 10,63,10,220 | 1,42,61,293 | 64,70,102 | 6·09 | 69,36,853 | 9,51,545 | —14,18,196 | 11,136,169 | 12,15,01,808 | 1,14,65,314 | 59,82,565 | 4·92 |
| 1898 | 9,951,347 | 10,85,60,144 | 1,58,62,726 | 87,42,205 | 8·05 | 67,87,071 | 19,49,477 | +5,657 | 11,197,627 | 12,22,69,990 | 1,07,20,483 | 54,12,657 | 4·43 |
| 1899 | 10,263,391 | 11,40,73,858 | 1,74,65,045 | 92,90,365 | 8·15 | 67,46,668 | 21,68,922 | +3,74,775 | 11,288,477 | 12,34,93,025 | 1,05,45,102 | 50,16,254 | 4·06 |
| 1900 | 10,333,137 | 11,60,94,044 | 1,75,98,486 | 82,28,632 | 7·08 | 68,35,449 | 15,68,577 | —1,75,394 | 11,490,267 | 12,62,82,369 | 1,13,39,222 | 53,70,820 | 4·25 |
| 1901 | 10,628,511 | 11,95,61,022 | 1,59,38,796 | 87,53,789 | 7·32 | 70,04,569 | 18,11,890 | —62,670 | 11,886,212 | 13,13,51,379 | 1,14,86,803 | 57,85,603 | 4·40 |

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## DIX 7—*continued.*



*income derived by railways which are not guaranteed by the State.*

11, 14, 48 and 50 of Report.)

| TEED COMPANIES. | | | TOTAL GUARANTEED LINES. | | | | | | | | TOTAL GAIN OR LOSS TO THE STATE FROM RAILWAYS. | CLASS OF RAILWAYS. Gauge. Class: No. Railway. Calendar year. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Guaranteed Interest. | Company's share of net traffic receipts. | Gain or loss to the State. | Capital withdrawn for expenditure to end of each year. | Capital expenditure to end of each year. | Gross earnings. | Net traffic earnings. | Per cent. on capital outlay. | Guaranteed Interest. | Company's share of net traffic receipts. | Gain or loss to the State. | | |
| Rs. | Rs. | Rs. | £ | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | |
| 57,04,205 | ... | —36,29,035 | 18,331,926 | 19,99,84,655 | 1,37,79,274 | 52,88,524 | 2·64 | 1,00,73,459 | ... | —47,84,935 | —1,18,66,564 | 1879 |
| 57,16,332 | ... | —37,59,195 | 18,215,010 | 19,87,09,846 | 1,44,06,922 | 66,91,791 | 3·37 | 1,00,85,586 | 5,83,846 | —39,77,641 | —78,73,025 | 1880 |
| 57,16,365 | ... | —36,40,509 | 18,393,215 | 20,06,53,256 | 1,60,56,445 | 77,54,611 | 3·86 | 1,00,85,619 | 8,30,798 | —31,61,806 | —24,80,232 | 1881 |
| 56,89,011 | ... | —31,18,170 | 18,476,213 | 20,15,58,699 | 1,70,94,761 | 75,86,460 | 3·76 | 99,96,745 | 8,06,346 | —32,16,631 | +8,02,638 | 1882 |
| 57,08,416 | ... | —31,81,867 | 18,606,815 | 20,29,83,451 | 1,85,54,118 | 92,42,616 | 4·55 | 1,00,46,605 | 11,44,829 | —19,48,818 | —71,26,254 | 1883 |
| 64,23,432 | ... | —34,87,745 | 18,747,735 | 20,45,20,772 | 1,93,36,908 | 98,23,249 | 4·80 | 1,14,22,773 | 13,17,768 | —29,17,292 | —53,16,150 | 1884 |
| 67,36,206 | ... | —34,57,038 | 19,001,748 | 20,72,91,796 | 2,07,98,329 | 1,06,81,155 | 5·15 | 1,19,71,395 | 14,57,541 | —27,47,781 | —12,43,467 | 1885 |
| 71,24,952 | ... | —38,95,709 | 19,127,469 | 20,86,63,299 | 2,14,71,732 | 1,11,02,471 | 5·32 | 1,27,12,392 | 16,97,985 | —33,07,906 | —89,88,535 | 1886 |
| 73,20,207 | ... | —44 40,178 | 19,000,886 | 20,72,82,390 | 2,03,37,391 | 98,78,156 | 4·76 | 1,30,37,525 | 12,56,055 | —44,15,424 | —2,00,47,704 | 1887 |
| 76,23,851 | ... | —41,02,236 | 19,246,930 | 20,99,66,504 | 2,12,69,987 | 1,05,69,779 | 5·03 | 1,36,53,744 | 12,68,879 | —43,52,844 | —1,83,84,892 | 1888 |
| 76,69,934 | ... | —39,31,513 | 19,371,954 | 21,13,30,402 | 2,23,45,265 | 1,12,79,502 | 5·34 | 1,37,80,191 | 14,86,390 | —39,87,079 | —1,95,80,611 | 1889 |
| 68,85,958 | ... | —23,64,478 | 19,552,526 | 21,33,00,279 | 2,24,46,504 | 1,19,44,675 | 5·66 | 1,23,52,185 | 14,22,120 | —18,29,630 | —1,24,73,289 | 1890 |
| 73,92,186 | ... | —34,85,657 | 19,666,065 | 21,45,38,898 | 2,34,82,457 | 1,21,31,649 | 5·65 | 1,32,54,182 | 18,06,348 | —29,28,881 | +14,42,354 | 1891 |
| 83,62,369 | ... | —40,70,236 | 19,735,886 | 21,53,00,570 | 2,38,69,148 | 1,24,23,092 | 5·77 | 1,49,20,314 | 17,86,755 | —42,83,977 | —1,08,01,429 | 1892 |
| 84,82,732 | ... | —30,60,990 | 19,859,336 | 21,66,47,301 | 2,36,01,081 | 1,49,99,786 | 6·92 | 1,51,26,959 | 25,09,537 | —26,36,710 | —1,46,49,881 | 1893 |
| 96,56,469 | ... | —47,08,606 | 20,008,191 | 21,82,71,170 | 2,62,69,496 | 1,50,18,837 | 6·88 | 1,72,65,540 | 27,35,713 | —49,82,416 | —1,89,12,739 | 1894 |
| 96,17,435 | 53,195 | —38,60,326 | 20,229,254 | 22,06,82,762 | 2,87,61,474 | 1,67,47,373 | 7·59 | 1,73,20,693 | 31,90,814 | —37,64,134 | —1,66,85,692 | 1895 |
| 89,92,684 | ... | —36,07,393 | 20,562,076 | 22,43,09,198 | 2,70,84,184 | 1,42,86,153 | 6·37 | 1,62,96,297 | 20,78,128 | —40,88,272 | —2,44,03,875 | 1896 |
| 84,81,597 | 91,135 | —25,90,167 | 20,881,273 | 22,78,12,028 | 2,57,26,607 | 1,24,52,767 | 5·46 | 1,54,18,450 | 10,42,680 | —40,08,363 | —1,96,65,595 | 1897 |
| 82,40,191 | 90,546 | —29,18,080 | 21,148,974 | 23,08,30,134 | 2,65,83,209 | 1,41,54,862 | 6·13 | 1,50,27,262 | 20,40,023 | —29,12,423 | —99,51,422 | 1898 |
| 80,58,144 | ... | —30,41,890 | 21,551,868 | 23,75,66,883 | 2,80,10,147 | 1,43,06,619 | 6·02 | 1,48,04,812 | 21,68,922 | —26,67,115 | —28,81,536 | 1899 |
| 81,24,701 | ... | —27,53,881 | 21,823,404 | 24,23,76,413 | 2,89,37,708 | 1,35,99,452 | 5·61 | 1,49,60,150 | 15,68,577 | —29,29,275 | +22,86,846 | 1900 |
| 83,15,733 | ... | —25,30,130 | 22,514,723 | 25,09,12,401 | 2,74,25,599 | 1,45,39,392 | 5·79 | 1,53,20,302 | 18,11,890 | —25,92,800 | +1,20,02,044 | 1901 |


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P. T. O.

## Appendix 7.
Gain or loss.



*Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS OF RAILWAYS. / GAUGE. / Class: No. / Railway. / Calendar year. | COLLIERIES. Capital expenditure to end of each year. | Gross earnings. | Net earnings. | Per cent. on Capital outlay. | Interest. | Gain or loss to the State. | OTHER CHARGES. UNCLASSIFIED EXPENDITURE. Capital outlay. | Gain or loss to the State. | 39. Guaranteed companies—Land and supervision. | 40. Subsidised companies—Land, interest and subsidy. | 41. Miscellaneous railway expenditure. | TOTAL GAIN OR LOSS TO THE STATE. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | Rs. * | Rs. * | Rs. * | Rs. |
| 1879 . | | | | | | | | | 6,32,840 | ... | 1,96,830 | —1,26,96,234 |
| 1880 . | | | | | | | | | 5,76,140 | ... | 5,77,080 | — 90,26,245 |
| 1881 . | Information not available. | | | | | | Information not available. | | 7,47,450 | 1,32,260 | 5,18,600 | —38,78,542 |
| 1882 . | | | | | | | | | 7,21,820 | 2,59,920 | 25,39,950 | —27,19,052 |
| 1883 . | | | | | | | 1,60,529 | —6,421 | 6,73,260 | 5,45,730 | —12,94,050 | —71,94,893 |
| 1884 . | | | | | | | 2,77,269 | —10,976 | 6,14,570 | 3,95,510 | 9,75,540 | —73,11,846 |
| 1885 . | 2,27,954 | 34,893 | —38,355 | ... | 6,868 | —45,223 | 2,93,561 | —11,413 | 7,95,530 | 4,41,250 | 9,92,740 | —35,29,623 |
| 1886 . | 5,59,657 | 45,051 | —61,309 | ... | 13,930 | —76,239 | 48,00,526 | —1,91,842 | 6,62,350 | 4,52,430 | 9,43,990 | —1,13,15,146 |
| 1887 . | 6,20,414 | 1,03,639 | 17,878 | 2·88 | 23,291 | —5,413 | 37,53,926 | —1,50,168 | 5,14,350 | 4,36,270 | 5,18,470 | — 2,16,72,375 |
| 1888 . | 8,64,543 | 1,58,680 | 91,505 | 10·58 | 32,087 | + 59,418 | 47,05,423 | —1,88,203 | 4,43,450 | 2,80,710 | 7,06,340 | —1,99,44,177 |
| 1889 . | 8,46,302 | 2,08,633 | —19,748 | ... | 34,217 | —54,165 | 36,96,648 | —1,47,866 | 3,09,520 | 6,91,300 | 14,91,240 | —2,22,74,702 |
| 1890 . | 9,09,570 | 3,64,292 | 1,05,450 | 11·59 | 35,117 | + 70,333 | 60,01,712 | —2,39,338 | 4,29,880 | 3,62,880 | 14,91,970 | —1,49,27,024 |
| 1891 . | 24,75,244 | 8,60,255 | 1,63,447 | 6·60 | 1,00,320 | + 63,127 | 63,50,103 | —2,53,834 | 1,92,570 | 3,31,300 | 9,20,600 | —1,92,823 |
| 1892 . | 25,53,361 | 8,58,941 | 58,863 | 2·31 | 1,01,844 | —42,981 | 63,19,388 | —2,61,588 | 2,94,230 | 2,90,260 | —1,08,600 | —1,15,81,888 |
| 1893 . | 25,54,329 | 9,04,575 | 50,120 | 1·96 | 1,02,660 | —52,540 | 64,91,787 | —2,61,790 | 3,40,040 | 2,10,000 | 10,34,390 | —1,65,48,641 |
| 1894 . | 30,84,484 | 10,20,808 | 76,102 | 2·47 | 1,16,121 | —40,019 | 65,60,878 | —2,62,080 | 3,15,410 | 1,66,940 | 10,03,600 | —2,07,00,788 |
| 1895 . | 30,96,232 | 9,16,896 | 1,09,765 | 3·55 | 1,22,496 | —12,731 | 66,67,155 | —2,64,714 | 2,88,080 | 1,82,510 | 7,16,490 | —1,81,50,217 |
| 1896 . | 30,84,097 | 9,23,522 | 1,65,096 | 5·35 | 1,23,225 | + 41,871 | 66,89,067 | —2,67,564 | —15,938 | 6,96,486 | 5,81,805 | —2,58,91,921 |
| 1897 . | 30,75,712 | 8,88,935 | 1,41,307 | 4·60 | 1,23,765 | + 17,542 | 67,40,736 | —2,69,474 | 1,61,611 | 9,58,305 | 5,87,519 | —2,16,24,962 |
| 1898 . | 29,49,005 | 10,44,140 | 2,11,183 | 7·16 | 1,20,269 | + 90,914 | 67,55,803 | —2,71,796 | 2,98,114 | 6,75,823 | 56,973 | —1,11,63,214 |
| 1899 . | 28,35,874 | 7,52,267 | 1,74,385 | 6·15 | 81,628 | + 92,757 | 73,79,773 | —2,90,852 | 7,26,013 | 2,84,004 | 5,16,639 | —46,06,287 |
| 1900 . | 16,65,993 | 6,07,603 | 2,03,523 | 12·22 | 68,646 | + 1,34,877 | 73,87,308 | —3,24,506 | 2,68,754 | 70,061 † | 8,86,011 | + 8,72,391 |
| 1901 . | 16,23,122 | 6,91,280 | 2,58,355 | 15·92 | 66,682 | + 1,91,673 | 73,81,054 | —5,26,762 | —1,94,361 | —3,36,465 | 6,98,052 | ‡+1,15,41,198 |

* The figures up to 1895 are for official years, those for calendar years are not available.

† Arrived at thus:

| | Rs. |
|---|---|
| Total charge | 1,24,761 |
| *Deduct*—Repayment of advances of interest | 4,61,226 |
| | —3,36,465 |

‡ Arrived at thus:

| | Rs. |
|---|---|
| Total gain to the State | 1,14,99,729 |
| *Add*—Brahmaputra-Sultanpur railway transaction | 18,961 |
| Hardwar-Dehra „ „ | 22,508 |
| Grand total gain to the State | 1,15,41,198 |

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**DIX 7—*continued.***

**Appendix 7.**
Gain or loss.

***income derived by railways which are not guaranteed by the State.***

11, 14, 48 and 50 of Report).

| State expenditure on Patri branch. | Capital expenditure on surveys (excluding abandoned surveys). | Stores suspense balances. | LINES UNDER CONSTRUCTION. | | | | | | | | | | Calendar year. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 5′ 6″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 2′ 6″ | 2′ 6″ | 2′ 6″ | TOTAL. | |
| | | | 6 (*d*) | 9 (*m*) | 9 (*n*) | 11 ( ) | 14 (*b*) | 23 (*e*) | 1 (*e*) | 4 (*d*) | 7 (*h*) | | |
| | | | Allahabad-Fyzabad. | Jaipur (Siwai Madhopur). | Vijapur-Kalol Kadi. | Shoranur-Cochin. | Noakhali (Bengal). | Tinnevelly Quilon (Travancore) Branch (Native State Section)). | Kalka-Simla. | Jubbulpur-Gondia extension and branches. | Khushalgarh Kohat Thal. | | |
| | | | Capital outlay. | Capital outlay. | Capital outlay. | Capital outlay. | Capital outlay. | Capital outlay. | Capital outlay. | Capital outlay. | Capital outlay. | Capital outlay. | |
| Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | |
| 8,08,405 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1879 |
| 8,08,505 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1880 |
| 8,08,405 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1881 |
| 8,08,405 | 7,24,624 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1882 |
| 8,08,405 | 9,72,535 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1883 |
| 8,08,405 | 13,24,163 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1884 |
| 8,08,405 | 16,20,228 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1885 |
| 8,08,405 | 32,59,100 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1886 |
| 8,08,405 | 14,72,443 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1887 |
| 8,08,405 | 28,78,066 | 9,07,968 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1888 |
| 8,08,405 | 32,82,526 | 6,24,951 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1889 |
| 8,08,405 | 42,79,147 | 9,27,308 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1890 |
| 8,08,405 | 49,35,844 | 8,40,529 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1891 |
| 8,08,405 | 46,36,757 | 34,12,093 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1892 |
| 8,08,405 | 38,55,759 | 8,56,505 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1893 |
| 8,08,405 | 47,13,172 | 16,31,104 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1894 |
| 8,08,405 | 51,48,973 | 17,12,436 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1895 |
| 8,08,405 | 49,73,509 | 21,31,290 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1896 |
| 8,08,405 | 49,11,956 | 5,60,764 | ... | 33,457 | ... | ... | ... | ... | ... | ... | ... | 33,457 | 1897 |
| 8,08,405 | 48,66,514 | 4,23,362 | ... | 1,25,646 | ... | 53,921 | ... | ... | ... | ... | ... | 2,16,643 | 1898 |
| 8,08,405 | 51,02,708 | 9,26,315 | ... | 4,44,495 | 7,534 | 80,927 | ... | 38,187 | 5,53,228 | ... | ... | 12,04,822 | 1899 |
| 8,08,405 | 54,70,849 | 5,89,959 | ... | 7,33,467 | 29,885 | 28,47,394 | ... | 8,16,407 | 13,18,465 | ... | ... | 89,13,365 | 1900 |
| 8,08,405 | 56,62,368 | 21,60,756 | 50,816 | 8,40,591 | 6,60,716 | 50,82,280 | 34,303 | 30,59,022 | 34,86,993 | 9,41,785 | 1,87,007 | 1,43,43,513 | 1901 |


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**Appendix 7.**
Gain or loss.

**APPEN**

***Gain or loss to the State from railway outlay, as also the***

(Referred to in paragraphs

| CLASS OF RAILWAYS. | ASSISTED | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 5′ 6″ | | | | | | | | | | | | | |
| Class: No. | 1 (*b*) | | | | | | | 1 (*c*) | | | | | | |
| Railway. | DELHI-UMBALLA-KALKA. | | | | | | | SOUTH BEHAR. | | | | | | |
| Calendar year. | Capital outlay. (1) | Gross earnings. (2) | Net traffic earnings. (3) | Percentage of (3) on (1). (4) | Subsidy from Government. (5) | Total Income. (3) + (5) (6) | Percentage of (6) on (1). (7) | Capital outlay. (1) | Gross earnings. (2) | Net earnings. (3) | Percentage of (3) on (1). (4) | Rebate from E. I. Ry. (5) | Total income. (3) + (5) (6) | Percentage of (6) on (1). (7) |
| | Rs. | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | Rs. | | Rs. | Rs. | |
| 1879 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1880 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1881 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1882 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1883 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1884 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1885 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1886 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1887 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1888 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1889 | 58,90,335 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1890 | 1,35,55,580 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1891 | 1,55,44,692 | 9,07,697 | 4,72,002 | 3·04 | ... | 4,72,002 | 3·04 | ... | ... | ... | ... | ... | ... | ... |
| 1892 | 1,58,22,137 | 10,81,769 | 5,62,520 | 3·56 | ... | 5,62,520 | 3·56 | ... | ... | ... | ... | ... | ... | ... |
| 1893 | 1,55,24,600 | 11,98,508 | 6,23,224 | 4·01 | ... | 6,23,224 | 4·01 | ... | ... | ... | ... | ... | ... | ... |
| 1894 | 1,55,25,547 | 31,37,526 | 6,95,514 | 4·48 | ... | 6,93,514 | 4·48 | ... | ... | ... | ... | ... | ... | ... |
| 1895 | 1,55,06,120 | 14,60,519 | 7,59,470 | 4·90 | ... | 7,59,470 | 4·90 | 5,17,988 | ... | ... | ... | ... | ... | ... |
| 1896 | 1,54,49,783 | 13,18,840 | 6,85,797 | 4·44 | ... | 6,85,797 | 4·44 | 30,88,026 | ... | ... | ... | ... | ... | ... |
| 1897 | 1,53,26,585 | 15,73,319 | 8,18,126 | 5·34 | ... | 8,18,126 | 5·34 | 62,72,345 | ... | ... | ... | ... | ... | ... |
| 1898 | 1,53,43,587 | 16,07,512 | 8,35,906 | 5·45 | ... | 8,35,906 | 5·45 | 97,45,791 | ... | ... | ... | ... | ... | ... |
| 1899 | 1,53,01,272 | 14,49,378 | 7,29,541 | 4·77 | ... | 7,29,541 | 4·77 | 1,18,16,730 | 2,03,328 | 1,32,163 | 1·12 | 33,403 | 1,65,566 | 1·40 |
| 1900 | 1,53,15,467 | 13,72,523 | 7,13,712 | 4·66 | ... | 7,13,712 | 4·66 | 1,23,15,110 | 4,67,133 | 3,03,636 | 2·47 | 1,44,404 | 4,48,040 | 3·64 |
| 1901 | 1,52,92,648 | 18,05,858 | 9,39,046 | 6·14 | ... | 9,39,046 | 6·14 | 1,23,66,533 | 5,14,870 | 3,08,822 | 2·50 | 1,28,082 | 4,36,904 | 3·53 |

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*income derived by railways which are not guaranteed by the State,*

11, 14, 48 and 50 of Report.)

| COMPANIES. | | | | | | | | | | | | CLASS: OF RAILWAYS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5′ 6″ | | | | | | | | | | | | GAUGE. |
| 1 (*d*) | | | | 5 (*a*) | | | | 6 (*b*) | | | | Class: No. |
| TARKESSUR. | | | | CALCUTTA PORT COMMISSIONERS'. | | | | HARDWAR-DEHRA. | | | | Railway. |
| Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on Capital outlay. | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on Capital outlay. | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on Capital outlay. | Calendar Year. |
| Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1879 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1880 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1881 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1882 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1883 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1884 |
| 16,88,995 | 2,62,313 | 1,24,424 | 7·37 | ... | ... | ... | ... | ... | ... | ... | ... | 1885 |
| 17,24,717 | 2,49,003 | 1,19,136 | 6·91 | ... | ... | ... | ... | ... | ... | ... | ... | 1886 |
| 17,28,410 | 2,63,792 | 1,32,274 | 7·65 | ... | ... | ... | ... | ... | ... | ... | ... | 1887 |
| 17,34,822 | 2,79,717 | 1,36,780 | 7·88 | ... | ... | ... | ... | ... | ... | ... | ... | 1888 |
| 17,28,138 | 2,84,895 | 1,36,578 | 7·90 | ... | ... | ... | ... | ... | ... | ... | ... | 1889 |
| 17,28,778 | 2,86,526 | 1,44,283 | 8·35 | ... | ... | ... | ... | ... | ... | ... | ... | 1890 |
| 17,29,021 | 3,05,132 | 1,63,478 | 9·45 | ... | ... | ... | ... | ... | ... | ... | ... | 1891 |
| 17,32,567 | 2,93,674 | 1,54,837 | 8·94 | 57,83,467 | 2,70,920 | 1,30,915 | 2·26 | ... | ... | ... | ... | 1892 |
| 17,47,280 | 2,83,051 | 1,50,420 | 8·61 | 58,79,200 | 3,03,387 | 1,16,527 | 1·98 | ... | ... | ... | ... | 1893 |
| 17,47,840 | 3,06,159 | 1,56,469 | 8·95 | 58,79,200 | 3,23,372 | 1,38,054 | 2·35 | ... | ... | ... | ... | 1894 |
| 17,53,340 | 3,08,156 | 1,59,091 | 9·07 | 65,14,893 | 3,87,560 | 1,77,139 | 2·72 | ... | ... | ... | ... | 1895 |
| 17,56,898 | 3,13,243 | 1,57,005 | 8·95 | 68,49,276 | 4,41,434 | 2,19,264 | 3·21 | ... | ... | ... | ... | 1896 |
| 17,57,160 | 3,12,656 | 1,62,563 | 9·25 | 70,78,605 | 3,93,527 | 1,48,707 | 2·10 | 1,96,017 | ... | ... | ... | 1897 |
| 17,77,085 | 3,14,056 | 1,58,461 | 8·92 | 71,28,712 | 4,28,262 | 1,49,581 | 2·10 | 10,70,545 | ... | ... | ... | 1898 |
| 17,84,166 | 3,08,759 | 1,52,491 | 8·55 | 71,96,940 | 4,46,546 | 1,92,456 | 2·67 | 23,42,687 | ... | ... | ... | 1899 |
| 17,84,166 | 3,32,965 | 1,61,132 | 9·03 | 73,81,086 | 5,32,956 | 1,73,297 | 2·35 | 25,67,093 | 1,60,485 | 80,243 | 3·13 | 1900 |
| 17,92,293 | 3,30,390 | 1,57,828 | 8·81 | 97,54,678 | 5,40,852 | 2,22,316 | 2·27 | 28,12,301 | 2,13,456 | 1,06,728 | 3·80 | 1901 |


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**Appendix 7.**
Gain or loss.

**APPEN**

*Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 5' 6" | | | | | | | | | | | | | |
| Class: No. | 7 (*b*) | | | | | | | 9 (*b*) | | | | | | |
| Railway. | SOUTHERN PUNJAB. | | | | | | | TÁPTI VALLEY. | | | | | | |
| Calendar year. | Capital outlay. (1) | Gross earnings. (2) | Net traffic earnings. (3) | Percentage of (3) on (1). (4) | Rebate from N. W. Ry. (5) | Total income (3) + (5) (6) | Percentage of (6) on (1). (7) | Capital outlay. (1) | Gross earnings. (2) | Net traffic earnings. (3) | Percentage of (3) on (1). (4) | Rebate from B. B. & C. I. (5) | Total income (3) + (5). (6) | Percent of (6) on (1) (7). |
| | Rs. | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | Rs. | | Rs. | Rs. | |
| 1879 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1880 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1881 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1882 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1883 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1884 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1885 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1886 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1887 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1888 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1889 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1890 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1891 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1892 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1893 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1894 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1895 | 21,49,441 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1896 | 1,30,67,048 | ... | ... | ... | ... | ... | ... | 8,390 | ... | ... | ... | ... | ... | ... |
| 1897 | 1,99,08,812 | 1,03,641 | 49,748 | 0·25 | 21,579 | 71,327 | 0·36 | 20,96,294 | ... | ... | ... | ... | ... | ... |
| 1898 | 2,23,62,921 | 13,96,774 | 6,70,451 | 3·00 | 66,922 | 7,37,373 | 3·30 | 60,45,413 | 2,836 | * | ... | ... | * | ... |
| 1899 | 2,26,68,262 | 13,82,094 | 6,63,406 | 2·93 | 1,37,293 | 8,00,699 | 3·53 | 1,21,09,133 | 2,42,593 | * | ... | ... | * | ... |
| 1900 | 2,26,57,063 | 16,23,788 | 7,79,418 | 3·44 | 13,504 | 7,92,922 | 3·50 | 1,28,31,291 | 6,68,475 | † | ... | ... | † | ... |
| 1901 | 2,25,88,128 | 29,85,680 | 14,35,804 | 6·36 | −1,96,207 | 12,39,597 | 5·49 | 1,29,18,730 | 6,00,553 | 3,42,243 | 2·65 | 33,226 | 3,75,469 | 2·90 |

* Credited to interest on capital.

† The net earnings for the first-half of 1900 were credited to interest on Capital and those for the second-half of 1900 including rebate

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*income derived by railways which are not guaranteed by the State.*

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11, 14, 48 and 50 of Report.)

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3' 3⅜" | | | | | | | | | | | | | | GAUGE. |
| 2 (*c*) | | | | | | | 2 (*d*) | | | | | | | Class: No. |
| BRAHMAPUTRA-SULTANPUR. | | | | | | | MYMENSINGH-JAMÁLPUR-JAGANNATHGANJ. | | | | | | | Railway. |
| Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage of (3) on (1). | Subsidy from Government. | Total income (3) + (5) | Percentage of (6) on (1). | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage of (3) on (1). | Rebate from E. B. Ry. | Total Income (3) + (5). | Percentage of (6) on (1). | Calendar year. |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (1) | (2) | (3) | (4) | (5) | (6) | (7) | |
| Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | | Rs. | Rs. | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1879 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1880 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1881 |
| ... | ... | .. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1882 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1883 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1884 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1885 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1886 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1887 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1888 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1889 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1890 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1891 |
| ... | ... | ... | ... | ... | ... | ... | .. | ... | ... | ... | ... | ... | ... | 1892 |
| ... | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1893 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1894 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1895 |
| ... | ... | ... | ... | ... | ... | ... | 1,950 | ... | ... | ... | ... | ... | ... | 1896 |
| 2,02,919 | ... | ... | ... | ... | ... | ... | 5,54,688 | ... | ... | ... | ... | ... | ... | 1897 |
| 12,55,457 | ... | ... | ... | ... | ... | ... | 10,44,638 | 7,660 | 4,213 | 0·40 | ... | 4,213 | 0·40 | 1898 |
| 19,58,137 | 36,300 | 19,964 | 1·02 | ... | ... | ... | 16,11,248 | 66,499 | 36,575 | 2·27 | ... | 36,575 | 2·72 | 1899 |
| 24,20,811 | 1,36,587 | 75,122 | 3·10 | ... | ... | ... | 18,78,395 | 1,62,028 | 89,116 | 4·74 | ... | 89,116 | 4·74 | 1900 |
| 28,27,619 | 1,96,848 | 1,08,267 | 3·83 | ... | 1,08,287 | 3·83 | 20,84,346 | 1,67,756 | 92,265 | 4·43 | ... | 92,265 | 4·43 | 1901 |

will be treated as a set off against the charge to capital for interest in the next half-yearly accounts.


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## Appendix 7.
Gain or loss.

## APPEN

*Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS OF RAILWAYS. | ASSISTED | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 3′ 3⅜″. | | | | | | | | | | | | | |
| Class: No. | 9 (*i*) | | | | | | | 11 (*d*) | | | | | | |
| Railway. | AHMEDABAD-PARÁNTÍJ. | | | | | | | NILGIRI. | | | | | | |
| Calendar year. | Capital outlay. (1) | Gross earnings. (2) | Net traffic earnings. (3) | Percentage of (3) on (1). (4) | Rebate from B., B. & C. I. Ry. (5) | Total income (3)+(5). (6) | Percentage of (6) on (1). (7) | Capital outlay. (1) | Gross earnings. (2) | Net traffic earnings. (3) | Percentage of (3) on (1). (4) | Subsidy from Government. (5) | Total income (3)+(5). (6) | Percentage of (6) on (1). (7) |
| | Rs. | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | Rs. | | Rs. | Rs. | |
| 1879 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1880 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1881 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1882 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1883 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1884 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1885 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1886 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1887 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1888 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1889 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1890 | ... | ... | ... | ... | ... | ... | ... | 67,850 | ... | ... | ... | ... | ... | ... |
| 1891 | ... | ... | ... | ... | ... | ... | ... | 2,89,134 | ... | ... | ... | ... | ... | ... |
| 1892 | ... | ... | ... | ... | ... | ... | ... | 8,89,751 | ... | ... | ... | ... | ... | ... |
| 1893 | ... | ... | ... | ... | ... | ... | ... | 15,50,000 | ... | ... | ... | ... | ... | ... |
| 1894 | ... | ... | ... | ... | ... | ... | ... | 18,50,000 | ... | ... | ... | ... | ... | ... |
| 1895 | ... | ... | ... | ... | ... | ... | ... | 22,60,000 | ... | ... | ... | ... | ... | ... |
| 1896 | 13,12,752 | ... | ... | ... | ... | ... | ... | 18,92,619 | ... | ... | ... | ... | ... | ... |
| 1897 | 19,42,211 | 69,069 | 36,665 | 1·89 | ... | 36,665 | 1·89 | 36,84,977 | ... | ... | ... | ... | ... | ... |
| 1898 | 19,42,971 | 1,49,790 | 85,836 | 4·42 | ... | 85,836 | 4·42 | 44,54,085 | ... | ... | ... | ... | ... | ... |
| 1899 | 19,49,616 | 2,10,634 | 1,12,687 | 6·24 | ... | 1,12,687 | 6·24 | 47,89,944 | 84,448 | 20,209 | 0·42 | 24,392 | 44,600 | 0·93 |
| 1900 | 19,55,305 | 2,65,105 | 1,55,952 | 7·98 | ... | 1,55,952 | 7·98 | 48,96,490 | 1,76,032 | 86,642 | 1·77 | 23,006 | 1,19,648 | 2·44 |
| 1901 | 19,49,355 | 1,77,438 | 99,365 | 5·10 | ... | 99,365 | 5·10 | 48,74,254 | 2,41,336 | 1,37,883 | 2·83 | ... | 1,37,883 | 2·83 |

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## DIX 7—*continued.*



*income derived by railways which are not guaranteed by the State.*

11, 14, 48 and 50 of Report.)

| WORKED BY COMPANIES. | | | | | | | | | | | CLASS: RAILWAYS. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 3′ 3⅜″. | | | | | | | | | | | GAUGE. |
| 12 (*a*) | | | | | | | 12 (*b*) | | | | CLASS: No. |
| BENGAL DOOARS. | | | | | | | BENGAL DOOARS EXTENSIONS. | | | | Railway. |
| Capital outlay. (1) | Gross earnings. (2) | Net traffic earnings. (3) | Percentage of (1) on (3). (4) | Subsidy from District Board. (5) | Total income. (3) + (5) (6) | Percentage of (6) on (1). (7) | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on Capital outlay. | Calendar year. |
| Rs. | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | Rs. | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1879 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1880 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1881 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1882 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1883 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1884 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1885 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1886 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1887 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1888 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1889 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1890 |
| 16,479 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1891 |
| 12,67,626 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1892 |
| 18,49,091 | 1,14,812 | 57,639 | 3·12 | ... | 57,639 | 3·12 | ... | ... | ... | ... | 1893 |
| 22,84,224 | 2,05,286 | 1,04,291 | 4·57 | 4,000 | 1,44,291 | 6·32 | ... | ... | ... | ... | 1894 |
| 23,26,476 | 3,53,537 | 1,27,458 | 5·48 | 4,000 | 1,31,458 | 5·65 | ... | ... | ... | ... | 1895 |
| 24,33,213 | 2,70,450 | 1,31,813 | 5·42 | ... | 1,31,813 | 5·42 | ... | ... | ... | ... | 1896 |
| 26,50,713 | 2,86,407 | 1,45,289 | 5·48 | ... | 1,45,289 | 5·48 | 72,151 | ... | ... | ... | 1897 |
| 26,68,050 | 2,69,089 | 1,10,620 | 4·15 | 4,000 | 1,14,620 | 4·30 | 4,03,611 | ... | ... | ... | 1898 |
| 26,26,748 | 2,73,037 | 1,18,416 | 4·51 | ... | 1,18,416 | 4·51 | 26,75,455 | ... | ... | ... | 1899 |
| 26,42,695 | 3,32,730 | 1,89,461 | 7·17 | ... | 1,89,461 | 7·17 | 47,11,632 | 16,191 | 5,015 | 0·11 | 1900 |
| 26,44,873 | 3,10,920 | 1,76,399 | 6 67 | ... | 1,76,399 | 6 67 | 62,26,567 | 1,76,399 | 68,937 | 1·11 | 1901 |


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Appendix 7.
Gain or loss.

## APPEN

*Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS: OF RAILWAYS. | ASSISTED | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 3' 3⅜" | | | | | | | | | | |
| Class: No. | 13 (*a*) | | | | | | | 13 (*b*) | | | |
| Railway. | DIBRU-SADIYA. | | | | | | | LEDO AND TIKAK-MARGHERITA COLLIERY. | | | |
| Calendar years. | Capital outlay. (1) | Gross earnings. (2) | Net traffic earnings. (3) | Percentage of (3) on (1). (4) | Subsidy from Government. (5) | Total Income. (3) + (5) (6) | Percentage of (6) on (1). (7) | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on Capital outlay. |
| | Rs. | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | Rs. | |
| 1879 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1880 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1881 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1882 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1883 | 22,22,253 | 48,220 | —35,375 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1884 | 40,65,288 | 2,06,133 | —68,406 | ... | 54,550 | —13,856 | ... | ... | ... | ... | ... |
| 1885 | 49,46,729 | 2,57,335 | —63,864 | ... | 54,500 | —9,364 | ... | ... | ... | ... | ... |
| 1886 | 49,73,753 | 3,46,479 | 53,154 | 1·07 | 54,654 | 1,07,808 | 2·17 | ... | ... | ... | ... |
| 1887 | 53,32,605 | 4,04,928 | 1,02,540 | 1·92 | 1,00,000 | 2,02,540 | 3·80 | ... | ... | ... | ... |
| 1888 | 53,73,445 | 4,25,530 | 1,01,759 | 1·89 | 1,00,000 | 2,01,759 | 3·75 | ... | ... | ... | ... |
| 1889 | 55,18,750 | 4,64,018 | 1,25,147 | 2·27 | 1,00,000 | 2,25,147 | 4·08 | ... | ... | ... | ... |
| 1890 | 57,06,682 | 5,14,266 | 1,76,960 | 3·10 | 1,00,000 | 2,76,960 | 4·85 | ... | ... | ... | ... |
| 1891 | 67,05,474 | 4,98,682 | 1,70,526 | 2·54 | 1,00,000 | 2,70,526 | 4·03 | ... | ... | ... | ... |
| 1892 | 69,56,304 | 5,13,213 | 1,63,719 | 2·35 | 1,00,000 | 2,63,719 | 3·79 | ... | ... | ... | ... |
| 1893 | 71,70,562 | 5,12,098 | 1,52,972 | 2·13 | 1,00,000 | 2,52,972 | 3·53 | ... | ... | ... | ... |
| 1894 | 70,97,487 | 5,31,645 | 1,95,732 | 2·76 | 1,00,000 | 2,95,732 | 4·17 | ... | ... | ... | ... |
| 1895 | 74,02,729 | 6,01,142 | 2,69,543 | 3·64 | 1,00,000 | 3,69,543 | 4·99 | ... | ... | ... | ... |
| 1896 | 74,01,496 | 6,47,360 | 3,12,286 | 4·22 | 1,00,000 | 4,12,286 | 5·57 | ... | ... | ... | ... |
| 1897 | 74,20,119 | 7,74,189 | 2,64,750 | 3·57 | 1,00,000 | 3,64,750 | 4·92 | 11,46,240 | 45,871 | 8,024 | 0·70 |
| 1898 | 74,40,474 | 7,81,415 | 2,82,478 | 3·80 | 50,000 | 3,32,478 | 4·33 | 12,00,698 | 55,313 | 3,752 | 0·31 |
| 1899 | 74,56,183 | 8,59,414 | 4,49,688 | 6·03 | *37,978 | 4,87,666 | 6·54 | 12,83,416 | 63,084 | 22,053 | 1·72 |
| 1900 | 77,14,349 | 9,00,847 | 4,62,381 | 5·99 | ... | 4,62,381 | 5·99 | 12,84,375 | 65,724 | 17,981 | 1·40 |
| 1901 | 82,00,747 | 9,28,578 | 4,73,307 | 5·77 | ... | 4,73,307 | 5·77 | 16,30,162 | 70,293 | 11,145 | 0·68 |

* Subsidy due for previous period

† Credited to interest

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| Bhopal-Ujjain | 70 |
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**Appendix 7.**
Gain or loss.

*Income derived by railways which are not guaranteed by the State.*

11, 14, 48, and 50 of Report.)

| COMPANIES—*contd.* | | | | | | | | | | | | CLASS: OF RAILWAYS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3′ 3⅜″ | | | | | | | | | | | | GAUGE. |
| 15 (*a*) | | | | 16 (*a*) | | | | 16 (*c*) | | | | Class: No. |
| DEOGHUR. | | | | BENGAL AND NORTH-WESTERN | | | | SAGAULI-RAXAUL. | | | | Railway. |
| Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on Capital outlay. | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on Capital outlay. | Capital outlay. | Grosss earning. | Net traffic earnings. | Percentage on Capita outlay. | Calendar year. |
| Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1879 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1880 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1881 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1882 |
| 2,73,331 | 19,639 | 6,242 | 2·28 | ... | ... | ... | ... | ... | ... | ... | ... | 1883 |
| 2,75,000 | 23,735 | 10,704 | 3·90 | 1,52,47,428 | 77,670 | —26,221 | ... | ... | ... | ... | ... | 1884 |
| 2,75,000 | 23,987 | 9,908 | 3·60 | 2,01,86,980 | 12,05,320 | 6,10,799 | 3·03 | ... | ... | ... | ... | 1885 |
| 2,75,042 | 25,017 | 11,743 | 4·27 | 2,36,16,102 | 18,54,074 | 8,09,189 | 3·43 | ... | ... | ... | ... | 1886 |
| 2,75,043 | 24,532 | 12,108 | 4·40 | 2,56,22,684 | 19,44,002 | 8,37,004 | 3·27 | ... | ... | ... | ... | 1887 |
| 2,81,180 | 25,812 | 11,521 | 4·10 | 2,61,51,593 | 22,09,553 | 9,88,844 | 3·78 | ... | ... | ... | ... | 1888 |
| 2,82,876 | 28,533 | 12,695 | 4·49 | 2,63,41,872 | 22,11,824 | 10,53,964 | 4·00 | ... | ... | ... | ... | 1889 |
| 2,82,616 | 26,095 | 10,915 | 3·86 | 2,57,94,904 | 22,18,615 | 12,52,397 | 4·86 | ... | ... | ... | ... | 1890 |
| 2,82,752 | 31,165 | 15,429 | 5·46 | 2,76,68,842 | 24,76,909 | 16,23,993 | 5·87 | ... | ... | ... | ... | 1891 |
| 2,88,329 | 26,964 | 9,707 | 3·37 | 2,83,88,821 | 29,39,077 | 17,01,254 | 5·99 | ... | ... | ... | ... | 1892 |
| 2,87,364 | 37,809 | 19,103 | 6·65 | 2,84,84,234 | 26,14,546 | 16,48,702 | 5·79 | ... | ... | ... | ... | 1893 |
| 2,87,526 | 29,425 | 9,659 | 3·36 | 2,87,24,887 | 26,17,242 | 17,67,623 | 6·15 | ... | ... | ... | ... | 1894 |
| 2,88,086 | 33,611 | 15,308 | 5·31 | 3,12,95,704 | 25,71,036 | 17,55,675 | 5·61 | ... | ... | ... | ... | 1895 |
| 2,87,797 | 30,014 | 11,498 | 4·00 | 3,43,36,114 | 26,26,033 | 17,41,786 | 5·07 | 1,26,044 | ... | ... | ... | 1896 |
| 2,87,942 | 30,320 | 11,152 | 3·87 | 4,10,32,207 | 27,55,718 | 17,99,182 | 4·38 | 6,68,783 | ... | ... | ... | 1897 |
| 2,88,453 | 32,100 | 6,601 | 2·28 | 4,66,78,822 | 33,31,890 | 20,50,805 | 4·39 | 8,07,550 | ... | ... | ... | 1898 |
| 2,87,525 | 33,262 | 6,678 | 2·32 | 5,16,06,763 | 43,44,861 | 27,32,851 | 5·30 | 10,81,740 | 5,433 | † | ... | 1899 |
| 2,87,379 | 34,900 | 7,376 | 2·56 | 5,24,73,019 | 44,56,593 | 25,28,996 | 4·82 | 12,12,073 | 25,830 | † | ... | 1900 |
| 2,85,265 | 48,293 | 18,616 | 6·53 | 5,50,91,830 | 53,66,794 | 31,74,225 | 5·76 | 10,67,014 | 37,182 | 13,593 | 1·27 | 1901 |

received during 1899.

on capital.


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| Madras (North-East line) | 36 | Powayan Light | 64 | Tárakessur | 57 |
| Morvi | 79 | Raipur-Dhamtari | 44 | Tezpur-Bálipara | 66 |
| Mymensingh-Jamalpur-Jugannath-ganj | 59 | Rajpipla | 75 | Tirhoot State | 38 |
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**Appendix 7.**
Gain or loss.

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*Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS: OF RAILWAYS. | ASSISTED | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 3' 3⅜" | | | | | | | 2' 6" | | | |
| Class: No. | 17 (a) | | | | | | | 17 (c). | | | |
| Railway. | ROHILKUND AND KUMAON. | | | | | | | POWAYAN LIGHT | | | |
| Calendar year. | Capital outlay. (1) | Gross earnings. (2) | Net traffic earnings. (3) | Percent of (3) on (1). (4) | Subsidy from Government. (5) | Total income. (3) + (5) (6) | Percent of (6) on (1) (7) | Capital expenditure to end of each year. | Gross earnings. | Net traffic earnings. | Per cent. on Capital outlay. |
| | Rs. | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | Rs. | |
| 1879 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1880 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1881 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1882 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1883 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1884 | 19,40,266 | 36,543 | 1,734 | 0·09 | ... | 1,734 | 0·09 | ... | ... | ... | ... |
| 1885 | 21,71,124 | 2,38,572 | 40,153 | 1·85 | 40,000 | 80,153 | 3·69 | ... | ... | ... | ... |
| 1886 | 22,52,962 | 3,00,191 | 83,832 | 3·72 | 40,000 | 1,23,832 | 5·50 | ... | ... | ... | ... |
| 1887 | 22,91,619 | 3,19,274 | 76,800 | 3·35 | 40,000 | 1,16,800 | 5·10 | ... | ... | ... | ... |
| 1888 | 23,40,100 | 3,34,092 | 1,02,120 | 4·36 | 40,000 | 1,42,120 | 6·07 | ... | ... | ... | ... |
| 1889 | 23,96,624 | 3,72,270 | 1,20,135 | 5·01 | 40,000 | 1,60,135 | 6·69 | ... | ... | ... | ... |
| 1890 | 20,37,223 | 3,14,834 | 1,11,003 | 5·45 | 40,000 | 1,51,003 | 7·41 | ... | ... | ... | ... |
| 1891 | 20,49,458 | 3,85,084 | 1,33,440 | 5·62 | 20,000 | 1,53,440 | 7·49 | ... | ... | ... | ... |
| 1892 | 20,58,575 | 5,20,567 | 1,57,780 | 6·82 | 40,000 | 1,97,780 | 9·61 | ... | ... | ... | ... |
| 1893 | 20,82,280 | 4,25,909 | 1,43,180 | 6·17 | 40,000 | 1,83,180 | 8·80 | ... | ... | ... | ... |
| 1894 | 20,80,440 | 4,59,315 | 1,75,191 | 7·16 | 40,000 | 2,15,191 | 10·34 | ... | ... | ... | ... |
| 1895 | 20,78,251 | 4,04,504 | 1,52,973 | 7·36 | ... | 1,52,973 | 7·36 | ... | ... | ... | ... |
| 1896 | 20,79,863 | 4,26,905 | 1,54,595 | 7·43 | ... | 1,54,595 | 7·43 | ... | ... | ... | ... |
| 1897 | 21,20,428 | 4,23,720 | 1,73,184 | 8·17 | ... | 1,73,184 | 8·17 | ... | ... | ... | ... |
| 1898 | 21,42,552 | 4,62,308 | 2,21,899 | 10·36 | ... | 2,21,899 | 10·36 | ... | ... | ... | ... |
| 1899 | 21,48,313 | 4,65,623 | 2,34,020 | 10·89 | ... | 2,34,020 | 10·89 | ... | ... | ... | ... |
| 1900 | 21,53,125 | 4,37,572 | 2,28,048 | 10·59 | ... | 2,28,048 | 10·59 | ... | ... | ... | ... |
| 1901 | 22,09,423 | 3,84,314 | 2,09,896 | 9·50 | ... | 2,09,896 | 9·50 | 8,41,038 | 66,862 | 20,059 | 2·3 |

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*income derived by railways which are not guaranteed by the State.*

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| COMPANIES—*contd.* | | | | | | | | CLASS: OF RAILWAYS. |
|---|---|---|---|---|---|---|---|---|
| 2′ 6″ | | | | | | | | GAUGE. |
| 26 (*a*) | | | | 27 (*a*) | | | | Railway. |
| BÁRSI. | | | | TARAKESHWAR-MAGRA. | | | | Class: No. |
| Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on Capital outlay. | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on Capital outlay. | Calendar year. |
| Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | | |
| ... | ... | ... | ... | ... | ... | ... | ... | 1879 |
| ... | ... | ... | ... | ... | ... | ... | ... | 1880 |
| ... | ... | ... | ... | ... | ... | ... | ... | 1881 |
| ... | ... | ... | ... | ... | ... | ... | ... | 1882 |
| ... | ... | ... | ... | ... | ... | ... | ... | 1883 |
| ... | ... | ... | ... | ... | ... | ... | ... | 1884 |
| ... | ... | ... | ... | ... | ... | ... | ... | 1885 |
| ... | ... | ... | ... | ... | ... | ... | ... | 1886 |
| ... | ... | ... | ... | ... | ... | ... | ... | 1887 |
| ... | ... | ... | ... | ... | ... | ... | ... | 1888 |
| ... | ... | ... | ... | ... | ... | ... | ... | 1889 |
| ... | ... | ... | ... | ... | ... | ... | ... | 1890 |
| ... | ... | ... | ... | ... | ... | ... | ... | 1891 |
| ... | ... | ... | ... | ... | ... | ... | ... | 1892 |
| ... | ... | ... | ... | ... | ... | ... | ... | 1893 |
| ... | ... | ... | ... | ... | ... | ... | ... | 1894 |
| 2,357 | ... | ... | ... | ... | ... | ... | ... | 1895 |
| 10,06,657 | ... | ... | ... | ... | ... | ... | ... | 1896 |
| 13,43,891 | 1,07,778 | 21,560 | 1·60 | ... | ... | ... | ... | 1897 |
| 13,42,592 | 1,30,321 | 24,559 | 1·83 | 9,44,627 | 74,074 | 21,002 | 2·22 | 1898 |
| 13,56,809 | 1,56,118 | 64,475 | 4·75 | 9,62,446 | 66,168 | 12,192 | 1·27 | 1899 |
| 13,56,501 | 1,24,440 | 42,440 | 3·13 | 9,61,811 | 76,594 | 20,961 | 2·18 | 1900 |
| 12,99,589 | 1,68,238 | 79,588 | 6·13 | 9,72,175 | 83,150 | 19,890 | 2·04 | 1901 |


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| Lucknow-Bareilly | 39 |
| Ludhiána-Dhuri-Jakhal | 76 |
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| Madras (North-East line) | 36 |
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| Rajpura-Bhátinda | 75 |
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**Appendix 7.**
Gain or loss.

# APPEN

*Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS: OF RAILWAYS. | ASSISTED | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 2' 6" | | | | | | | | | | | | | |
| Class: No. | 28 (a) | | | | | | | 29 (a) | | | | | | |
| Railway. | RÁNAGHAT-KRISHNAGAR. | | | | | | | TEZPUR-BÁLIPÁRÁ. | | | | | | |
| Calendar year. | Capital outlay. (1) | Gross earnings. (2) | Net traffic earnings. (3) | Percentage of (3) on (1). (4) | Subsidy from District Board. (5) | Total income (3) + (5). (6) | Percentage of (6) on (1). (7) | Capital outlay. (1) | Gross earnings. (2) | Net traffic earnings. (3) | Per centage of (3) on (1). (4) | Subsidy from District Board. (5) | Total income (3) + (5). (6) | Percentage of (6) on (1). (7) |
| | Rs. | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | Rs. | | Rs. | Rs. | |
| 1879 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1880 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1881 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1882 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1883 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1884 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1885 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1886 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1887 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1888 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1889 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1890 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1891 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1892 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1893 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1894 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1895 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1896 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1897 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1898 | 7,22,369 | ... | ... | ... | ... | ... | ... | 4,56,927 | 85,745 | 20,157 | 4·41 | 5,000 | 25,157 | 5·51 |
| 1899 | 7,27,809 | 46,348 | 8,415 | 1 16 | 12,352 | 20,767 | 2·85 | 4,74,177 | 95,157 | 26,156 | 5·52 | 5,000 | 31,156 | 6·57 |
| 1900 | 7,51,809 | 69,302 | 19,442 | 2·59 | 9,472 | 28,914 | 3·85 | 4,87,240 | 95,981 | 25,797 | 5·29 | 5,000 | 30,797 | 6·32 |
| 1901 | 7,51,157 | 69,117 | 15,185 | 2·02 | 1,465 | 16,650 | 2·22 | 4,87,240 | 83,840 | 16,898 | 3·47 | 5,000 | 21,898 | 4·49 |

* Due to re-payments to Government by the Railway Company on account
† Share of profits exceeding 4 per cent.

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| Assam-Bengal | 38 | Brahmaputra-Sultánpur | 59 | Guntakal-Mysore frontier | 41 |
| Bársi Light | 65 | Burma | 43 | Gwalior Light | 75 |
| Bengal and North-Western (Company's section) | 63 | Calcutta Port Commissioners' | 57 | Hardwar-Dehra | 57 |
| Bengal Central | 30 | Cherra-Companyganj | 49 | Hindupur (Yesvantpur-Mysore frontier) | 73 |
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| Bezwada extension | 35 | Deoghur | 63 | Indian Midland | 34 |
| Bhávnagar-Gondal-Junágad-Porbandar | 78 | Dhond-Mánmad | 32 | Jammu and Kashmir (Native State section) | 76 |
| Bhopal-Itársi (British section) | 34 | Dhrángadrá | 79 | Jámnagar | 78 |
| Bhopal-Itársi (Native State section) | 70 | Dibru-Sadiya | 62 | Jetalsar-Rájkot | 78 |
| Bhopal-Ujjain | 70 | Eastern Bengal State | 46 | Jodhpur | 77 |
| Bikaner | 77 | East Coast State | 46 | Jodhpur-Hyderabad (British section) | 39 |
| Bina-Goona-Bárán | 69 | East Indian | 30 | | |
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**DIX 7—*continued.***



***income derived by railways which are not guaranteed by the State.***

Gain or loss.

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COMPANIES—*concld.*

| CLASS: OF RAILWAYS. | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage of (3) on (1). | Subsidy from Government. | Total income (3) + (5). | Percentage of (6) on (1). | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage of (3) on (1). | Subsidy from District Board. | Total income (3) + (5). | Percentage of (6) on (1). | Calendar year. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 2′ 6″ | | | | | | | 2′ 0″ | | | | | | | |
| Class: No. | 30 (*a*) | | | | | | | 31 (*a*) | | | | | | | |
| Railway. | DARJEELING-HIMALAYAN. | | | | | | | HOWRAH-AMTA. | | | | | | | |
| | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (1) | (2) | (3) | (4) | (5) | (6) | (7) | |
| | Rs. | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | Rs. | | Rs. | Rs. | | |
| | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1879 |
| | 14,33,681 | ... | 34,197 | 2·39 | ... | 34,197 | 2·39 | ... | ... | ... | ... | ... | ... | ... | 1880 |
| | 18,18,723 | 2,61,154 | 1,15,522 | 6·35 | ... | 1,15,522 | 6·35 | ... | ... | ... | ... | ... | ... | ... | 1881 |
| | 23,56,112 | 3,66,474 | 89,045 | 3·78 | ... | 89,045 | 3·78 | ... | ... | ... | ... | ... | ... | ... | 1882 |
| | 26,04,304 | 4,21,944 | 1,55,725 | 5·98 | ... | 1,55,725 | 5·98 | ... | ... | ... | ... | ... | ... | ... | 1883 |
| | 27,23,240 | 4,35,024 | 1,46,725 | 5·39 | ... | 1,46,725 | 5·39 | ... | ... | ... | ... | ... | ... | ... | 1884 |
| | 27,27,823 | 4,31,103 | 1,63,350 | 5·99 | ... | 1,63,350 | 5·99 | ... | ... | ... | ... | ... | ... | ... | 1885 |
| | 27,32,136 | 4,66,476 | 2,42,109 | 8·86 | ... | 2,42,109 | 8·86 | ... | ... | ... | ... | ... | ... | ... | 1886 |
| | 27,43,214 | 4,77,151 | 2,10,623 | 7·68 | ... | 2,10,623 | 7·68 | ... | ... | ... | ... | ... | ... | ... | 1887 |
| | 27,71,926 | 6,14,893 | 2,83,327 | 10·22 | ... | 2,83,327 | 10·22 | ... | ... | ... | ... | ... | ... | ... | 1888 |
| | 29,40,423 | 5,74,294 | 2,29,117 | 7·80 | ... | 2,29,117 | 7·80 | ... | ... | ... | ... | ... | ... | ... | 1889 |
| | 29,52,108 | 5,76,436 | 2,32,894 | 7·89 | ... | 2,32,894 | 7·89 | ... | ... | ... | ... | ... | ... | ... | 1890 |
| | 30,59,693 | 6,13,387 | 2,58,253 | 8·44 | ... | 2,58,253 | 8·44 | ... | ... | ... | ... | ... | ... | ... | 1891 |
| | 31,09,079 | 6,35,778 | 2,66,647 | 8·57 | ... | 2,66,647 | 8·57 | ... | ... | ... | ... | ... | ... | ... | 1892 |
| | 31,72,223 | 6,34,181 | 2,83,903 | 8·50 | —1,55,418 | 1,27,485 | 4·02 | ... | ... | ... | ... | ... | ... | ... | 1893 |
| | 31,77,536 | 6,36,284 | 2,56,286 | 8·10 | —29,756 | 2,26,530 | 7·13 | ... | ... | ... | ... | ... | ... | ... | 1894 |
| | 31,99,765 | 7,39,618 | 3,59,933 | 11·25 | —61,740 | 2,98,193 | 9·32 | ... | ... | ... | ... | ... | ... | ... | 1895 |
| | 33,12,732 | 7,81,594 | 3,59,667 | 10·25 | —62,087 | 2,97,580 | 8·98 | ... | ... | ... | ... | ... | ... | ... | 1896 |
| | 33,15,455 | 7,44,266 | 3,33,188 | 10·05 | —55,929 | 2,77,259 | 8·36 | ... | ... | ... | ... | ... | ... | ... | 1897 |
| | 33,65,993 | 7,54,580 | 3,41,109 | 10·13 | —59,432 | 2,81,667 | 8·37 | 11,24,713 | 1,89,519 | 78,910 | 7·02 | —15,062† | 63,848 | 5·68 | 1898 |
| | 35,08,469 | 7,14,985 | 2,49,770 | 7·12 | —34,933 | 2,14,837 | 6·12 | 11,43,307 | 2,50,763 | 1,12,794 | 9·88 | —27,835 | 84,959 | 7·44 | 1899 |
| | 34,99,487 | 8,09,158 | 3,61,840 | 10·34 | ... | 3,61,840 | 10·34 | 11,88,283 | 2,56,418 | 1,23,104 | 10·36 | —30,244 | 92,860 | 7·81 | 1900 |
| | 34,78,411 | 7,87,941 | 3,13,618 | 9·02 | ... | 3,13,618 | 9·02 | 11,96,697 | 2,60,530 | 1,14,082 | 9·53 | —26,146 | 87,936 | 7·35 | 1901 |

of the up-keep and maintenance of the cart road utilized by the railway.
per annum paid to District Board.


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| Mymensingh-Jamálpur-Jagannathganj | 59 | Rájpipla | 75 | Tirhoof State | 38 |
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P. T. O.

Appendix 7.
Gain or loss.

# APPEN

*Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS: OF RAILWAYS. | ASSISTED COMPANIES—*concluded.* | | | | | | | TOTAL ASSISTED COMPANIES. | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 2′ 0″ | | | | | | | | | | | | | |
| Class: No. | 32 (*a*) | | | | | | | | | | | | | |
| Railway. | HOWRAH-SHEAKHALA. | | | | | | | | | | | | | |
| Calendar year. | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage of (3) on (1). | Subsidy from District Board. | Total income (3) + (5). | Percentage of (6) on (1). | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage of (3) on (1). | Rebate and subsidy. | Total income (3) + (5). | Percentage of (6) on (1). |
| | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (1) | (2) | (3) | (4) | (5) | (6) | (7) |
| | Rs. | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | Rs. | | Rs. | Rs. | |
| 1879 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1880 | ... | ... | ... | ... | ... | ... | ... | 14,33,861 | ... | 34,197 | 2·39 | ... | 34,197 | 2·39 |
| 1881 | ... | ... | ... | ... | ... | ... | ... | 18,18,723 | 2,61,154 | 1,15,522 | 6·35 | ... | 1,15,522 | 6·35 |
| 1882 | ... | ... | ... | ... | ... | ... | ... | 23,56,112 | 3,66,474 | 89,045 | 3·78 | ... | 89,045 | 3·78 |
| 1883 | ... | ... | ... | ... | ... | ... | ... | 50,99,888 | 4,89,783 | 1,26,592 | 2·48 | ... | 1,26,592 | 2·48 |
| 1884 | ... | ... | ... | ... | ... | ... | ... | 2,42,51,222 | 7,79,105 | 64,536 | 0·27 | 54,550 | 1,19,086 | 0·49 |
| 1885 | ... | ... | ... | ... | ... | ... | ... | 3,19,96,651 | 24,18,630 | 8,84,770 | 2·77 | 94,500 | 9,79,270 | 3·06 |
| 1886 | ... | ... | ... | ... | ... | ... | ... | 3,55,74,712 | 32,71,240 | 13,19,163 | 3·71 | 94,654 | 14,13,817 | 4·21 |
| 1887 | ... | ... | ... | ... | ... | ... | ... | 3,79,93,575 | 34,33,679 | 13,71,349 | 3·60 | 1,40,000 | 15,11,349 | 3·98 |
| 1888 | ... | ... | ... | ... | ... | ... | ... | 3,86,53,066 | 38,89,597 | 16,24,351 | 4·20 | 1,40,000 | 17,64,351 | 4·56 |
| 1889 | ... | ... | ... | ... | ... | ... | ... | 4,50,99,018 | 39,35,734 | 16,77,636 | 3·72 | 1,40,000 | 18,17,636 | 4·03 |
| 1890 | ... | ... | ... | ... | ... | ... | ... | 5,21,25,741 | 39,36,772 | 19,28,452 | 3·70 | 1,40,000 | 20,68,452 | 3·97 |
| 1891 | ... | ... | ... | ... | ... | ... | ... | 5,73,45,545 | 47,82,361 | 28,37,121 | 4·95 | 1,20,000 | 29,57,121 | 5·25 |
| 1892 | ... | ... | ... | ... | ... | ... | ... | 6,62,96,656 | 57,62,713 | 31,47,379 | 4·74 | 1,40,000 | 32,87,379 | 4·66 |
| 1893 | ... | ... | ... | ... | ... | ... | ... | 6,77,46,834 | 55,49,017 | 29,11,767 | 4·30 | —15,418 | 28,96,349 | 4·29 |
| 1894 | ... | ... | ... | ... | ... | ... | ... | 6,36,54,687 | 58,04,242 | 34,98,819 | 5·50 | 1,14,244 | 36,13,063 | 5·69 |
| 1895 | ... | ... | ... | ... | ... | ... | ... | 7,52,95,250 | 61,58,634 | 37,76,590 | 5·02 | 42,260 | 38,18,850 | 5·07 |
| 1896 | ... | ... | ... | ... | ... | ... | ... | 9,44,10,649 | 62,22,830 | 37,73,711 | 4·00 | 37,913 | 38,11,624 | 4·03 |
| 1897 | ... | ... | ... | ... | ... | ... | ... | 11,90,78,542 | 66,65,288 | 39,72,138 | 3·34 | 65,650 | 40,37,788 | 3·39 |
| 1898 | 6,09,398 | 76,166 | 16,768 | 2·75 | 4,267 * | 21,035 | 3·45 | 14,23,68,034 | 86,77,805 | 50,83,108 | 3·57 | 40,695 | 51,23,803 | 3·60 |
| 1899 | 6,09,434 | 73,396 | 21,453 | 3·52 | —250 | 21,203 | 3·48 | 16,14,74,729 | 1,11,58,391 | 61,27,453 | 3·79 | 1,82,400 | 63,09,853 | 3·91 |
| 1900 | 6,09,446 | 76,019 | 26,824 | 4·40 | —999 * | 25,825 | 4·24 | 16,73,35,501 | 1,26,84,573 | 66,78,336 | 3·99 | 1,59,143 | 68,37,479 | 4·09 |
| 1901 | 6,09,446 | 75,579 | 23,165 | 3·80 | 1,108 | 24,263 | 3·98 | 17,62,52,519 | 1,66,93,058 | 86,99,270 | 4·94 | —53,472 | 86,45,798 | 4·91 |

* Share of profits exceeding 4 per cent.

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## DIX 7—*continued.*



*income derived by railways which are not guaranteed by the State.*

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5' 6" | | | | | | | | | | | | GAUGE. |
| 8 (*b*). | | | | 8 (*c*). | | | | 8 (*e*). | | | | Class: No. |
| KHÁMGAON. | | | | AMRÁOTI. | | | | BÍNA-GOONA-BÁRÁN. | | | | Railway. |
| Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on Capital outlay. | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on Capital outlay. | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on Capital outlay. | Calendar year. |
| Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | | |
| 5,35,617 | 38,086 | —266 | ... | 4,77,043 | 69,904 | 16,175 | 3·39 | ... | ... | ... | ... | 1879 |
| 5,19,888 | 27,363 | 4,922 | 0·94 | 4,45,585 | 50,866 | 3,639 | 0·82 | ... | ... | ... | ... | 1880 |
| 4,94,271 | 41,506 | 4,561 | 0·92 | 4,45,663 | 53,934 | 34,424 | 7·72 | ... | ... | ... | ... | 1881 |
| 4,91,164 | 75,966 | 30,389 | 6·19 | 4,44,651 | 85,147 | 39,535 | 8·89 | ... | ... | ... | ... | 1882 |
| 4,90,996 | 62,657 | 22,469 | 4·58 | 4,44,860 | 96,160 | 44,387 | 9·98 | ... | ... | ... | ... | 1883 |
| 4,90,903 | 46,830 | 13,937 | 2·66 | 4,44,774 | 76,782 | 34,174 | 7·68 | ... | ... | ... | ... | 1884 |
| 4,90,739 | 41,363 | 11,020 | 2·25 | 4,44,730 | 80,803 | 34,447 | 7·75 | ... | ... | ... | ... | 1885 |
| 4,89,613 | 59,452 | 20,233 | 4·13 | 4,44,686 | 95,111 | 44,137 | 9·93 | ... | ... | ... | ... | 1886 |
| 4,89,180 | 53,479 | 16,990 | 3·47 | 4,44,308 | 88,157 | 35,855 | 8·07 | ... | ... | ... | ... | 1887 |
| 4,88,357 | 52,635 | 15,796 | 3·23 | 4,43,892 | 81,710 | 30,886 | 6·96 | ... | ... | ... | ... | 1888 |
| 4,90,911 | 65,372 | 22,528 | 4·59 | 4,45,615 | 1,02,023 | 41,671 | 9·35 | ... | ... | ... | ... | 1889 |
| 4,90,520 | 55,288 | 26,092 | 5·32 | 4,45,155 | 1,01,502 | 46,254 | 10·39 | ... | ... | ... | ... | 1890 |
| 4,90,408 | 66,675 | 32,620 | 6·65 | 4,49,395 | 1,12,909 | 53,393 | 11·88 | 51,905 | ... | ... | ... | 1891 |
| 4,89,132 | 65,548 | 30,909 | 6·32 | 4,50,160 | 1,05,702 | 48,637 | 10·80 | 2,57,611 | ... | ... | ... | 1892 |
| 4,87,567 | 21,697 | 21,997 | 4·51 | 4,49,998 | 43,941 | 43,056 | 9·57 | 35,18,701 | ... | ... | ... | 1893 |
| 4,86,003 | 21,966 | 21,667 | 4·46 | 4,49,461 | 42,795 | 41,910 | 9·32 | 47,79,618 | ... | ... | ... | 1894 |
| 5,20,947 | 26,031 | 26,031 | 5.00 | 4,49,988 | 39,137 | 38,252 | 8·50 | 49,81,035 | ... | ... | ... | 1895 |
| 5,22,603 | 24,446 | 24,446 | 4·68 | 4,51,119 | 43,756 | 42,871 | 9·50 | 54,16,074 | 91,140 | 36,821 | 0·68 | 1896 |
| 5,22,150 | 13,901 | 13,901 | 2·66 | 4,52,445 | 30,746 | 29,862 | 6·60 | 87,73,621 | 1,02,386 | 43,446 | 0·50 | 1897 |
| 5,22,150 | 24,326 | 24,326 | 4·66 | 4,54,498 | 40,057 | 39,172 | 8·62 | 97,66,068 | 1,30,004 | 58,040 | 0·59 | 1898 |
| 5,22,150 | 14,850 | 14,850 | 2·84 | 4,54,417 | 33,099 | 32,214 | 7·09 | 99,31,680 | 2,67,359 | 1,26,108 | 1·27 | 1899 |
| 5,22,150 | 33,783 | 13,924 | 2·67 | 4,54,418 | 78,532 | 32,436 | 7·14 | 1,00,21,605 | 4,34,847 | 2,20,490 | 2·20 | 1900 |
| 5,22,150 | 49,378 | 23,337 | 4·47 | 4,51,915 | 1,08,578 | 50,237 | 11·12 | 1,00,43,286 | 2,52,716 | 1,22,970 | 1·22 | 1901 |

per annum paid to District Board.


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**Appendix 7.**
Gain or loss.

**APPEN**

*Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS OF RAILWAYS | LINES OWNED BY NATIVE STATES | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 5' 6" | | | | | | | | | | | |
| Class: No. | 8 (*f*). | | | | 8 (*g*). | | | | 9 (*c*). | | | |
| Railway. | BHOPAL-UJJAIN. | | | | BHOPAL-ITÁRSI (NATIVE STATE SECTION). | | | | NÁGDÁ-UJJAIN. | | | |
| Calendar year. | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on Capital outlay | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on Capital outlay | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on Capital outlay. |
| | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | |
| 1879 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1880 | ... | ... | ... | ... | 1,21,846 | ... | ... | ... | ... | ... | ... | ... |
| 1881 | ... | ... | ... | ... | 15,78,157 | ... | ... | ... | ... | ... | ... | ... |
| 1882 | ... | ... | ... | ... | 34,60,091 | 14,376 | 2,704 | 0·08 | ... | ... | ... | ... |
| 1883 | ... | ... | ... | ... | 38,23,236 | 25,573 | —9,135 | ... | ... | ... | ... | ... |
| 1884 | ... | ... | ... | ... | 45,83,261 | 28,102 | —5,152 | ... | ... | ... | ... | ... |
| 1885 | ... | ... | ... | ... | 47,71,375 | 1,04,683 | —14,789 | ... | ... | ... | ... | ... |
| 1886 | ... | ... | ... | ... | 48,26,036 | 1,47,416 | —12,501 | ... | ... | ... | ... | ... |
| 1887 | ... | ... | ... | ... | 48,09,939 | 1,85,576 | 14,813 | 0·31 | ... | ... | ... | ... |
| 1888 | ... | ... | ... | ... | 48,01,701 | 1,86,548 | 18,072 | 0·38 | ... | ... | ... | ... |
| 1889 | ... | ... | ... | ... | 48,40,846 | 2,67,936 | —18,351 | ... | ... | ... | ... | ... |
| 1890 | ... | ... | ... | ... | 50,00,000 | 2,97,049 | —56,093 | ... | ... | ... | ... | ... |
| 1891 | ... | ... | ... | ... | 50,00,000 | 4,66,431 | 1,73,154 | 3·46 | ... | ... | ... | ... |
| 1892 | 88,462 | ... | ... | ... | 50,00,000 | 4,47,797 | 1,65,883 | 3·32 | ... | ... | ... | ... |
| 1893 | 22,76,863 | ... | ... | ... | 50,00,000 | 4,24,236 | 1,30,925 | 2·62 | ... | ... | ... | ... |
| 1894 | 53,53,849 | ... | ... | ... | 50,00,000 | 3,80,217 | 1,44,679 | 2·89 | ... | ... | ... | ... |
| 1895 | 69,69,331 | ... | ... | ... | 50,00,000 | 3,18,074 | 1,02,821 | 2·06 | 5,33,660 | ... | ... | ... |
| 1896 | 77,77,604 | 3,69,114 | 1,80,218 | 2·32 | 50,00,000 | 3,61,363 | 1,38,532 | 2·77 | 20,71,251 | 40,701 | 17,762 | 0·86 |
| 1897 | 75,36,180 | 3,72,337 | 1,84,660 | 2·45 | 50,00,000 | 3,31,379 | 1,33,070 | 2·66 | 22,19,919 | 1,04,639 | 47,756 | 2·15 |
| 1898 | 75,85,789 | 4,16,940 | 2,05,051 | 2·70 | 50,00,000 | 4,17,010 | 1,71,375 | 3·43 | 22,31,396 | 1,29,627 | 71,509 | 3·20 |
| 1899 | 76,54,290 | 5,82,341 | 2,77,911 | 3·63 | 50,00,000 | 4,47,225 | 1,79,444 | 3·59 | 22,34,346 | 1,47,175 | 77,732 | 3·48 |
| 1900 | 76,88,020 | 9,46,349 | 4,65,681 | 6·06 | 50,00,000 | 7,90,489 | 2,67,288 | 5·35 | 22,29,753 | 2,51,783 | 1,20,956 | 5·42 |
| 1901 | 77,61,569 | 5,45,956 | 2,62,044 | 3·38 | 50,00,000 | 5,81,705 | 2,86,922 | 5·74 | 22,31,982 | 1,12,366 | 67,208 | 3·01 |

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| Bezwada extension | 34 | Deoghur | 63 | Indian Midland | 34 |
| Bhávnagar-Gondal-Junágad-Porbandar | 78 | Dhond-Mánmad | 32 | Jammu and Kashmir (Native State section) | 76 |
| Bhopal-Itársi (British section) | 34 | Dhrángadrá | 79 | Jámnagar | 78 |
| Bhopal-Itársi (Native Stae section) | 70 | Dibru-Sadiya | 62 | Jetalsar-Rájkot | 78 |
| Bhopal-Ujjain | 70 | Eastern Bengal State | 46 | Jodhpur | 77 |
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*income derived by railways which are not guaranteed by the State.*

11, 14, 48 and 50 of Report.)

AND WORKED BY COMPANIES.

| CLASS: OF RAILWAYS | 5′ 6″ | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | | | | | | | | | | | | | |
| Class: No. | 9 (*d*). | | | | 9 (*e*). | | | | 9 (*j*). | | | | |
| Railway. | PETLÁD-CAMBAY (ÁNAND-TARAPUR SECTION). | | | | PETLÁD-CAMBAY (TARAPUR-CAMBAY SECTION). | | | | PÁLANPUR-DEESA (DARBAR PORTION). | | | | |
| Calendar year. | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on Capital outlay. | Capital outlay. | Gross earnings. | Net traffic earnings. | Per centage on Capital outlay. | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on Capital outlay. | |
| | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | | |
| 1879 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 1880 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 1881 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 1882 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 1883 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 1884 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 1885 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 1886 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 1887 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 1888 | 11,030 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 1889 | 4,71,822 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 1890 | 6,47,922 | 32,649 | 20,870 | 3·22 | ... | ... | ... | ... | ... | ... | ... | ... | |
| 1891 | 7,10,118 | 59,113 | 36,346 | 5·12 | ... | ... | ... | ... | ... | ... | ... | ... | |
| 1892 | 7,11,081 | 61,243 | 34,757 | 4·89 | ... | ... | ... | ... | 20,000 | ... | ... | ... | |
| 1893 | 7,12,768 | 63,953 | 40,627 | 5·70 | ... | ... | ... | ... | 1,85,000 | 2,255 | 1,335 | 0·72 | |
| 1884 | 7,23,482 | 69,668 | 44,037 | 6·09 | ... | ... | ... | ... | 1,85,000 | 17,381 | 11,365 | 6·14 | |
| 1895 | 7,23,139 | 73,891 | 46,584 | 6·44 | ... | ... | ... | ... | 1,85,000 | 17,643 | 11,333 | 6·13 | |
| 1896 | 7,23,616 | 1,17,540 | 82,847 | 11·45 | ... | ... | ... | ... | 1,85,000 | 22,864 | 14,101 | 7·62 | |
| 1897 | 7,55,769 | 64,737 | 33,946 | 4·49 | ... | ... | ... | ... | 1,85,000 | 19,133 | 10,883 | 5·88 | |
| 1898 | 7,49,047 | 51,121 | 28,156 | 3·76 | ... | ... | ... | ... | 1,85,000 | 16,893 | 10,334 | 5·59 | |
| 1899 | 7,52,439 | 70,668 | 39,312 | 5·22 | ... | ... | ... | ... | 1,85,000 | 19,739 | 12,102 | 6·54 | |
| 1900 | 7,52,097 | 88,481 | 41,713 | 5·55 | ... | ... | ... | ... | 1,85,000 | 21,084 | 14,238 | 7·70 | |
| 1901 | 11,86,381 | 93,233 | 51,769 | 4·36 | 7,49,676 | 12,011 | 5,950 | 0·79 | 1,85,000 | 16,279 | 9,375 | 5·97 | |


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**Appendix 7.**
Gain or loss.

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*Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS OF RAILWAYS | LINES OWNED BY NATIVE STATES | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 5′ 6″ | | | | | | | | 3′ 3⅜″ | | | |
| Class: No. | 10 (*a*). | | | | 11 (*c*). | | | | 9 (*h*) | | | |
| Railway. | NIZAM'S GUARANTEED STATE. | | | | KOLAR GOLD-FIELDS. | | | | GAEKWAR'S MEHSÁNA. | | | |
| Calendar year. | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on Capital outlay. | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on Capital outlay. | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on Capital outlay. |
| | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | |
| 1879 | 1,16,46,997 | 6,94,401 | 89,925 | 0·77 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1880 | 1,21,90,870 | 7,02,716 | 2,48,604 | 2·04 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1881 | 1,22,85,291 | 7,56,834 | 2,88,666 | 2·35 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1882 | 1,22,27,794 | 8,59,418 | 3,75,099 | 3·07 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1883 | 1,22,83,560 | 8,53,521 | 2,37,932 | 1·94 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1884 | 1,23,08,720 | 9,72,917 | 4,70,227 | 3·82 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1885 | 2,05,60,998 | 11,13,950 | 4,87,024 | 2·37 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1886 | 2,71,49,342 | 13,81,077 | 6,94,524 | 2·56 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1887 | 2,69,71,143 | 15,48,891 | 5,52,905 | 2·05 | ... | ... | ... | ... | 13,55,492 | 27,890 | 5,564 | 0·41 |
| 1888 | 3,55,11,854 | 17,76,075 | 7,57,467 | 2·13 | ... | ... | ... | ... | 9,16,565 | 47,502 | 16,672 | 1·82 |
| 1889 | 3,59,46,922 | 22,57,462 | 7,72,513 | 2·15 | ... | ... | ... | ... | 11,18,446 | 53,290 | 20,348 | 1·82 |
| 1890 | 3,77,11,194 | 25,07,268 | 10,39,590 | 2·76 | ... | ... | ... | ... | 25,44,340 | 59,241 | 23,308 | 0·92 |
| 1891 | 3,95,18,791 | 27,76,437 | 12,57,860 | 3·18 | ... | ... | ... | ... | 29,04,050 | 1,94,247 | 1,05,801 | 3·64 |
| 1892 | 3,95,48,395 | 27,80,642 | 13,24,959 | 3·35 | 27,661 | ... | ... | ... | 29,71,610 | 2,58,963 | 1,53,005 | 5·15 |
| 1893 | 4,01,96,909 | 30,61,605 | 14,36,451 | 3·57 | 5,27,634 | ... | ... | ... | 30,26,752 | 3,36,859 | 1,98,250 | 6·55 |
| 1894 | 4,02,33,826 | 32,56,885 | 16,22,028 | 4·03 | 6,56,175 | 75,771 | 29,273 | 4·46 | 30,94,578 | 2,79,972 | 2,36,387 | 7·64 |
| 1895 | 4,06,43,818 | 32,15,541 | 15,77,149 | 3·88 | 6,61,654 | 1,52,953 | 66,379 | 10·03 | 32,55,044 | 3,38,444 | 2,02,440 | 6·22 |
| 1896 | 4,08,24,737 | 33,03,522 | 17,28,196 | 4·24 | 7,45,004 | 1,55,317 | 63,287 | 8·50 | 32,61,448 | 4,23,283 | 2,71,262 | 8·32 |
| 1897 | 4,09,60,944 | 36,10,354 | 19,38,769 | 4·73 | 7,91,074 | 2,08,854 | 90,278 | 11·41 | 32,63,900 | 3,39,125 | 1,18,358 | 3·63 |
| 1898 | 4,10,54,449 | 39,07,612 | 22,74,580 | 5·54 | 8,09,537 | 2,04,002 | 82,133 | 10·15 | 32,82,612 | 3,46,491 | 1,99,052 | 6·07 |
| 1899 | 4,15,68,731 | 41,10,201 | 25,01,046 | 6·02 | 10,79,552 | 1,77,667 | 56,827 | 5·27 | 32,83,612 | 3,76,160 | 2,16,654 | 6·60 |
| 1900 | 4,17,49,124 | 49,12,056 | 28,41,985 | 6·81 | 10,77,901 | 2,08,892 | 67,093 | 6·22 | 33,01,950 | 4,28,545 | 2,36,754 | 7·17 |
| 1901 | 4,25,67,467 | 40,77,927 | 26,48,120 | 6·24 | 11,20,330 | 2,17,661 | 91,877 | 8·20 | 33,48,911 | 3,92,227 | 2,15,111 | 6·44 |

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*income derived by railways which are not guaranteed by the State.*

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AND WORKED BY COMPANIES—*contd.*

| CLASS: OF RAILWAYS | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on capital outlay. | Calendar year. |
|---|---|---|---|---|---|
| GAUGE. | Rs. | Rs. | Rs. | | |
| Class: No. | ... | ... | ... | ... | 1879 |
| Railway. | ... | ... | ... | ... | 1880 |
| 3' 3⅜" | ... | ... | ... | ... | 1881 |
| 10 (*c*) | ... | ... | ... | ... | 1882 |
| HYDERABAD-GÓDÁVÁRI VALLEY. | ... | ... | ... | ... | 1883 |
| | ... | ... | ... | ... | 1884 |
| | ... | ... | ... | ... | 1885 |
| | ... | ... | ... | ... | 1886 |
| | ... | ... | ... | ... | 1887 |
| | ... | ... | ... | ... | 1888 |
| | ... | ... | ... | ... | 1889 |
| | ... | ... | ... | ... | 1890 |
| | ... | ... | ... | ... | 1891 |
| | ... | ... | ... | ... | 1892 |
| | ... | ... | ... | ... | 1893 |
| | ... | ... | ... | ... | 1894 |
| | ... | ... | ... | ... | 1895 |
| | 3,74,350 | ... | ... | ... | 1896 |
| | 17,64,352 | ... | ... | ... | 1897 |
| | 86,55,416 | ... | ... | ... | 1898 |
| | 2,00,21,971 | 63,381 | 36,877 | 0·18 | 1899 |
| | 2,31,94,817 | 10,63,023 | 4,20,826 | 1·81 | 1900 |
| | 2,44,37,419 | 20,10,033 | 9,23,300 | 3·74 | 1901 |

| CLASS: OF RAILWAYS | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on capital outlay. | Calendar year. |
|---|---|---|---|---|---|
| GAUGE. | Rs. | Rs. | Rs. | | |
| Class: No. | ... | ... | ... | ... | 1879 |
| Railway. | ... | ... | ... | ... | 1880 |
| 3' 3⅜" | ... | ... | ... | ... | 1881 |
| 21 (*d*) | ... | ... | ... | ... | 1882 |
| HINDUPUR. (YESVANTPUR-MYSORE FRONTIER). | ... | ... | ... | ... | 1883 |
| | ... | ... | ... | ... | 1884 |
| | ... | ... | ... | ... | 1885 |
| | ... | ... | ... | ... | 1886 |
| | ... | ... | ... | ... | 1887 |
| | ... | ... | ... | ... | 1888 |
| | ... | ... | ... | ... | 1889 |
| | ... | ... | ... | ... | 1890 |
| | ... | ... | ... | ... | 1891 |
| | 24,41,741 | ... | ... | ... | 1892 |
| | 23,89,502 | 57,635 | 22,708 | 0·95 | 1893 |
| | 24,34,999 | 1,61,704 | 56,504 | 2·32 | 1894 |
| | 24,19,698 | 1,92,159 | 79,886 | 3·30 | 1895 |
| | 23,94,762 | 2,23,800 | 99,592 | 4·16 | 1896 |
| | 24,79,210 | 2,69,527 | 1,81,159 | 7·31 | 1897 |
| | 24,98,316 | 1,80,081 | 56,430 | 2·26 | 1898 |
| | 24,98,162 | 1,49,363 | 50,528 | 2·02 | 1899 |
| | 24,98,047 | 1,88,183 | 67,135 | 2·69 | 1900 |
| | 24,94,729 | 1,97,798 | 60,724 | 2·43 | 1901 |

| CLASS: OF RAILWAYS | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on capital outlay. | Calendar year. |
|---|---|---|---|---|---|
| GAUGE. | Rs. | Rs. | Rs. | | |
| Class: No. | ... | ... | ... | ... | 1879 |
| Railway. | ... | ... | ... | ... | 1880 |
| 3' 3⅜" | ... | ... | ... | ... | 1881 |
| 21 (*e*) | ... | ... | ... | ... | 1882 |
| BIRUR-SHIMOGA. | ... | ... | ... | ... | 1883 |
| | ... | ... | ... | ... | 1884 |
| | ... | ... | ... | ... | 1885 |
| | ... | ... | ... | ... | 1886 |
| | ... | ... | ... | ... | 1887 |
| | ... | ... | ... | ... | 1888 |
| | ... | ... | ... | ... | 1889 |
| | ... | ... | ... | ... | 1890 |
| | ... | ... | ... | ... | 1891 |
| | ... | ... | ... | ... | 1892 |
| | ... | ... | ... | ... | 1893 |
| | ... | ... | ... | ... | 1894 |
| | ... | ... | ... | ... | 1895 |
| | 2,90,226 | ... | ... | ... | 1896 |
| | 6,27,263 | ... | ... | ... | 1897 |
| | 15,70,079 | ... | ... | ... | 1898 |
| | 20,85,475 | 6,186 | 1,881 | 0·09 | 1899 |
| | 22,94,457 | 66,227 | 24,219 | 1·06 | 1900 |
| | 24,01,338 | 62,058 | 16,993 | 0·71 | 1901 |


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## Appendix 7.
Gain or loss.

## APPEN

*Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS: OF RAILWAYS. | LINES OWNED BY NATIVE STATES. | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 3' 3⅜" | | | | | | | | | | | |
| CLASS: No. | 21 (*f*) | | | | 21 (*g*) | | | | 9 (*k*) | | | |
| Railway. | KOLHÁPUR. | | | | MYSORE-NANJANGÚD. | | | | GAEKWAR'S DABHOI. | | | |
| Calendar year. | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on capital outlay. | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on capital outlay. | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on capital outlay. |
| | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | |
| 1879 | ... | ... | ... | ... | ... | ... | ... | ... | 9,62,450 | 72,083 | 31,608 | 3·28 |
| 1880 | ... | ... | ... | ... | ... | ... | ... | ... | 11,65,540 | 1,28,825 | 65,138 | 5·59 |
| 1881 | ... | ... | ... | ... | ... | ... | ... | ... | 12,57,448 | 1,41,233 | 48,849 | 3·88 |
| 1882 | ... | ... | ... | ... | ... | ... | ... | ... | 12,78,942 | 1,44,022 | 46,747 | 3·66 |
| 1883 | ... | ... | ... | ... | ... | ... | ... | ... | 12,73,630 | 1,46,970 | 38,585 | 3·05 |
| 1884 | ... | ... | ... | ... | ... | ... | ... | ... | 12,80,177 | 1,49,091 | 48,560 | 3·80 |
| 1885 | ... | ... | ... | ... | ... | ... | ... | ... | 13,11,229 | 1,52,283 | 55,623 | 4·24 |
| 1886 | ... | ... | ... | ... | ... | ... | ... | ... | 13,58,502 | 1,53,699 | 39,398 | 2·90 |
| 1887 | ... | ... | ... | ... | ... | ... | ... | ... | 13,46,259 | 1,56,352 | 47,339 | 3·52 |
| 1888 | ... | ... | ... | ... | ... | ... | ... | ... | 13,74,295 | 1,45,757 | 43,854 | 3·19 |
| 1889 | 13,59,602 | ... | ... | ... | ... | ... | ... | ... | 16,10,398 | 1,42,989 | 49,398 | 3·07 |
| 1890 | 21,37,699 | ... | ... | ... | ... | ... | ... | ... | 17,53,877 | 1,95,028 | 74,570 | 4·25 |
| 1891 | 23,16,183 | 58,381 | 20,866 | 0·90 | ... | ... | ... | ... | 17,94,157 | 2,01,165 | 68,126 | 3·80 |
| 1892 | 23,81,946 | 90,398 | 24,066 | 1·01 | 5,92,414 | 16,478 | 6,101 | 1·03 | 18,47,403 | 3,38,609 | 1,06,510 | 5·77 |
| 1893 | 23,21,687 | 1,88,096 | 49,991 | 2·15 | 6,18,551 | 33,812 | 14,001 | 2·26 | 18,55,158 | 2,52,106 | 1,32,507 | 7·14 |
| 1894 | 23,05,817 | 1,23,390 | 43,632 | 1·89 | 6,03,095 | 37,448 | 12,866 | 2·13 | 18,88,774 | 2,40,316 | 95,429 | 5·05 |
| 1895 | 23,69,206 | 1,21,147 | 51,006 | 2·15 | 6,09,212 | 39,100 | 16,432 | 2·69 | 19,08,757 | 2,34,473 | 96,764 | 5·02 |
| 1896 | 23,05,912 | 1,21,655 | 54,305 | 2·35 | 6,09,681 | 39,322 | 17,125 | 2·81 | 20,74,756 | 2,58,788 | 1,25,657 | 6·06 |
| 1897 | 23,24,807 | 94,630 | 41,981 | 1·80 | 6,34,764 | 33,497 | 14,265 | 2·25 | 21,08,574 | 2,20,901 | 50,949 | 2·42 |
| 1898 | 23,24,807 | 78,271 | 24,201 | 1·04 | 6,43,821 | 31,493 | 10,124 | 1·57 | 21,18,491 | 2,10,240 | — 26,592 | ... |
| 1899 | 23,24,807 | 99,195 | 33,986 | 1·46 | 6,46,051 | 16,810 | 5,671 | 0·88 | 21,17,586 | 2,45,974 | 87,571 | 4·14 |
| 1900 | 23,24,807 | 1,24,215 | 44,875 | 1·93 | 6,53,741 | 30,860 | 11,357 | 1·74 | 21,17,528 | 2,35,281 | 61,606 | 2·44 |
| 1901 | 23,24,807 | 1,14,114 | 35,750 | 1·54 | 6,56,462 | 28,302 | 7,863 | 1·20 | 21,14,302 | 2,53,936 | 73,427 | 3·47 |

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*income derived by railways which are not guaranteed by the State.*

11, 14, 48 and 50 of Report.)

AND WORKED BY COMPANIES—*concld.*

| CLASS: OF RAILWAYS. | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on capital outlay. | Calendar year. |
|---|---|---|---|---|---|
| GAUGE. | Rs. | Rs. | Rs. | | |
| 2′ 6″ | | | | | |
| Class: No. | 9 (*l*) | | | | |
| Railway. | RAJPIPLA. | | | | |
| | ... | ... | ... | ... | 1879 |
| | ... | ... | ... | ... | 1880 |
| | ... | ... | ... | ... | 1881 |
| | ... | ... | ... | ... | 1882 |
| | ... | ... | ... | ... | 1883 |
| | ... | ... | ... | ... | 1884 |
| | ... | ... | ... | ... | 1885 |
| | ... | ... | ... | ... | 1886 |
| | ... | ... | ... | ... | 1887 |
| | ... | ... | ... | ... | 1888 |
| | ... | ... | ... | ... | 1889 |
| | ... | ... | ... | ... | 1890 |
| | ... | ... | ... | ... | 1891 |
| | ... | ... | ... | ... | 1892 |
| | ... | ... | ... | ... | 1893 |
| | 12,647 | ... | ... | ... | 1894 |
| | 77,265 | ... | ... | ... | 1895 |
| | 4,09,141 | ... | ... | ... | 1896 |
| | 7,55,792 | 5,705 | — 6,534 | ... | 1897 |
| | 11,03,333 | 10,624 | — 9,172 | ... | 1898 |
| | 13,07,820 | 35,809 | 8,478 | 0·65 | 1899 |
| | 13,10,159 | 49,463 | 12,139 | 0·93 | 1900 |
| | 13,06,822 | 47,182 | 10,487 | 0·80 | 1901 |
| 2′ 0″ | | | | | |
| 8 (*h*) | | | | | |
| GWALIOR LIGHT. | | | | | |
| | ... | ... | ... | ... | 1879 |
| | ... | ... | ... | ... | 1880 |
| | ... | ... | ... | ... | 1881 |
| | ... | ... | ... | ... | 1882 |
| | ... | ... | ... | ... | 1883 |
| | ... | ... | ... | ... | 1884 |
| | ... | ... | ... | ... | 1885 |
| | ... | ... | ... | ... | 1886 |
| | ... | ... | ... | ... | 1887 |
| | ... | ... | ... | ... | 1888 |
| | ... | ... | ... | ... | 1889 |
| | ... | ... | ... | ... | 1890 |
| | ... | ... | ... | ... | 1891 |
| | ... | ... | ... | ... | 1892 |
| | ... | ... | — | ... | 1893 |
| | ... | ... | ... | ... | 1894 |
| | ... | ... | ... | ... | 1895 |
| | 2,166 | ... | ... | ... | 1896 |
| | ... | ... | ... | ... | 1897 |
| | 9,30,815 | ... | ... | ... | 1898 |
| | 22,79,267 | 4,094 | — 4,113 | ... | 1899 |
| | 27,10,557 | 84,617 | — 137 | ... | 1900 |
| | 31,07,277 | 82,227 | —520 | ... | 1901 |
| 5′ 6″ | | | | | |
| 7 (*c*) | | | | | |
| RÁJPURA-BHÁTINDA. | | | | | |
| | ... | ... | ... | ... | 1879 |
| | ... | ... | ... | ... | 1880 |
| | ... | ... | ... | ... | 1881 |
| | ... | ... | ... | ... | 1882 |
| | ... | ... | ... | ... | 1883 |
| | 11,12,259 | 5,411 | —496 | ... | 1884 |
| | 12,29,141 | 48,769 | —4,255 | ... | 1885 |
| | 12,29,141 | 64,623 | 13,816 | 1·12 | 1886 |
| | 12,43,250 | ... | 15,425 | 1·24 | 1887 |
| | 22,61,990 | ... | 18,640 | 0·82 | 1888 |
| | 62,83,918 | 1,08,480 | 58,403 | 0·93 | 1889 |
| | 64,00,534 | 5,66,946 | 2,55,126 | 3·99 | 1890 |
| | 65,81,553 | 7,19,859 | 3,23,937 | 4·92 | 1891 |
| | 66,41,382 | 5,64,053 | 2,53,824 | 3·82 | 1892 |
| | 67,26,941 | 6,84,337 | 3,07,956 | 4·58 | 1893 |
| | 67,01,669 | 12,59,032 | 5,66,565 | 8·45 | 1894 |
| | 67,02,457 | 13,18,902 | 5,93,506 | 8·86 | 1895 |
| | 66,95,813 | 9,97,826 | 4,49,022 | 6·71 | 1896 |
| | 66,96,451 | 6,96,927 | 3,13,617 | 4·68 | 1897 |
| | 67,04,520 | 7,02,637 | 3,16,187 | 4·72 | 1898 |
| | 67,05,785 | 6,79,520 | 3,05,784 | 4·56 | 1899 |
| | 67,05,785 | 6,93,804 | 3,12,211 | 4·66 | 1900 |
| | 67,10,823 | 8,60,642 | 3,87,289 | 5·77 | 1901 |


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Appendix 7.
Gain or loss.

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*Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS: OF RAILWAYS. | LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY. | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 5′ 6″ | | | | | | | | 2′ 6″ | | | |
| Class: No. | 7 (d) | | | | 7 (e) | | | | 2 (e) | | | |
| Railway. | JAMMU AND KASHMIR. (NATIVE STATE SECTION). | | | | LUDHIANA-DHURI-JAKHAL. | | | | COOCH BEHAR. | | | |
| Calendar year. | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on capital outlay. | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on capital outlay. | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on capital oulay. |
| | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | |
| 1879 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1880 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1881 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1882 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1883 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1884 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1885 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1886 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1887 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1888 | 29,545 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1889 | 7,51,458 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1890 | 12,37,071 | 45,667 | 13,770 | 1'11 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1891 | 13,80,083 | 57,312 | 15,904 | 1'15 | ... | ... | ... | ... | 14,685 | ... | ... | ... |
| 1892 | 9,45,302 | 54,005 | 15,444 | 1'63 | ... | ... | ... | ... | 4,09,136 | ... | ... | ... |
| 1893 | 9,56,327 | 14,332 | 14,332 | 1'50 | ... | ... | ... | ... | 6,65,172 | 5,846 | —2,455 | ... |
| 1894 | 9,59,773 | 17,556 | 17,556 | 1'83 | ... | ... | ... | ... | 7,14,318 | 40,280 | 8,576 | 1'20 |
| 1895 | 9,60,010 | 18,262 | 18,262 | 1'90 | ... | ... | ... | ... | 7,30,953 | 53,174 | 19,200 | 2'63 |
| 1896 | 9,60,011 | 31,321 | 31,321 | 3'26 | ... | ... | ... | ... | 7,66,734 | 70,128 | 38,570 | 5'03 |
| 1897 | 9,65,151 | 35,731 | 21,587 | 2'24 | ... | ... | ... | ... | 9,01,219 | 64,262 | 35,344 | 3'92 |
| 1898 | 9,62,846 | 48,164 | 21,433 | 2'23 | ... | ... | ... | ... | 10,32,938 | 66,124 | 6,687 | 0'65 |
| 1899 | 9,60,820 | 51,532 | 22,932 | 2'39 | ... | ... | ... | ... | 12,99,031 | 82,773 | 43,073 | 3'32 |
| 1900 | 9,60,492 | 55,215 | 24,571 | 2'56 | ... | ... | ... | ... | 12,83,906 | 94,792 | 51,602 | 4'02 |
| 1901 | 9,60,636 | 52,484 | 23,355 | 2'43 | 43,10,407 | 2,02,297 | 91,034 | 2'11 | 13,94,923 | 1,27,596 | 74,667 | 5'35 |

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Appendix 7.
Gain or loss.

*income derived by railways which are not guaranteed by the State.*

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| LINES OWNED AND WORKED BY NATIVE STATES. | | | | | | | | | | | | CLASS OF RAILWAYS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3′ 3⅜″ | | | | | | | | | | | | GAUGE. |
| 18 (*a*) | | | | 18 (*b*) | | | | 19 (*a*) | | | | Class: No. |
| JODHPUR-BIKANER (JODHPUR SECTION). | | | | JODHPUR-BIKANER (BIKANER SECTION). | | | | UDAIPUR-CHITOR. | | | | Railway. |
| Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on capital outlay. | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on capital outlay. | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on capital outlay. | Calendar year. |
| Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1879 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1880 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1881 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1882 |
| 4,99,866 | 40,361 | 23,110 | 4·62 | ... | ... | ... | ... | ... | ... | ... | ... | 1883 |
| 8,09,995 | 64,262 | 31,748 | 3·92 | ... | ... | ... | ... | ... | ... | ... | ... | 1884 |
| 15,40,335 | 1,70,691 | 1,12,505 | 7·30 | ... | ... | ... | ... | ... | ... | ... | ... | 1885 |
| 21,22,593 | 2,05,728 | 1,33,318 | 6·23 | ... | ... | ... | ... | ... | ... | ... | ... | 1886 |
| 22,81,433 | 3,18,703 | 1,91,677 | 8·40 | ... | ... | ... | ... | ... | ... | ... | ... | 1887 |
| 22,80,006 | 3,60,803 | 1,91,558 | 8·40 | ... | ... | ... | ... | ... | ... | ... | ... | 1888 |
| 22,73,978 | 3,59,358 | 1,92,258 | 8·45 | ... | ... | ... | ... | ... | ... | ... | ... | 1889 |
| 22,73,338 | 3,70,825 | 1,96,192 | 8·63 | 4,15,590 | ... | ... | ... | ... | ... | ... | ... | 1890 |
| 41,87,110 | 6,12,839 | 3,34,364 | 7·99 | 14,32,706 | 5,139 | 2,724 | 0·19 | ... | ... | ... | ... | 1891 |
| 60,59,552 | 9,46,980 | 5,28,941 | 8·73 | 9,48,622 | 76,547 | 24,904 | 2·63 | ... | ... | ... | ... | 1892 |
| 64,74,611 | 8,34,765 | 4,33,895 | 6·70 | 9,65,771 | 66,725 | 25,735 | 2·66 | 7,000 | ... | ... | ... | 1893 |
| 64,49,374 | 10,81,156 | 6,69,373 | 10·38 | 9,69,407 | 80,274 | 40,447 | 4·17 | 2,70,472 | ... | ... | ... | 1894 |
| 64,32,934 | 9,74,738 | 5,69,246 | 8·85 | 9,71,084 | 86,539 | 45,096 | 4·64 | 13,39,850 | 54,702 | 18,778 | 1·40 | 1895 |
| 64,78,328 | 11,64,465 | 7,38,273 | 11·40 | 9,73,294 | 1,20,727 | 75,382 | 7·75 | 15,63,721 | 1,35,219 | 53,750 | 3·44 | 1896 |
| 74,90,176 | 11,22,658 | 7,44,799 | 9·94 | 9,73,473 | 1,17,010 | 65,504 | 6·73 | 15,99,040 | 1,23,175 | ... | ... | 1897 |
| 1,00,85,594 | 12,22,726 | 7,30,956 | 7·25 | 23,14,152 | 1,37,472 | 77,616 | 3·35 | 17,89,252 | 1,43,822 | 61,364 | 3·43 | 1898 |
| 1,13,42,183 | 19,09,097 | 11,66,844 | 10·29 | 28,61,917 | 1,74,539 | 1,04,344 | 3·65 | 19,89,912 | 2,10,540 | 1,04,829 | 5·27 | 1899 |
| 1,14,28,508 | 16,28,478 | 9,07,480 | 7·94 | 32,60,432 | 1,92,358 | 1,04,962 | 3·22 | 19,80,010 | 3,17,928 | 1,85,703 | 9·38 | 1900 |
| 1,17,24,896 | 15,67,073 | 7,14,836 | 6·10 | 48,93,535 | 2,46,875 | 1,05,697 | 2·16 | 20,61,858 | 2,22,175 | 94,112 | 4·56 | 1901 |


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## Appendix 7.
Gain or loss.

## APPEN

*Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS : OF RAILWAYS. | LINES OWNED AND WORKED BY NATIVE STATES. | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GAUGE. | 3′ 3⅜″ | | | | | | | | | | | |
| Class : No. | 20 (*a*) | | | | 20 (*b*) | | | | 20 (*c*) | | | |
| Railway. | BHÁVNAGAR-GONDAL-JUNÁGAD-PORBÁNDAR. | | | | JÁMNAGAR. | | | | JETALSAR-RÁJKOT. | | | |
| Calendar year. | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on capital outlay. | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on capital outlay. | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on capital outlay. |
| | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | |
| 1879 | 4,80,177 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1880 | 49,19,304 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1881 | 74,46,353 | 6,88,385 | 2,31,706 | 3·11 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1882 | 86,75,711 | 8,76,836 | 3,54,648 | 4·09 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1883 | 90,49,232 | 8,94,179 | 3,26,513 | 3·61 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1884 | 92,92,040 | 10,92,312 | 4,98,107 | 5·36 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1885 | 96,25,031 | 10,04,660 | 3,91,247 | 4·07 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1886 | 98,57,553 | 9,65,379 | 4,15,149 | 4·21 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1887 | 1,08,28,023 | 9,80,827 | 4,42,103 | 4·08 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1888 | 1,30,68,663 | 11,20,260 | 5,06,545 | 3·88 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1889 | 1,62,60,477 | 13,80,417 | 7,04,177 | 4·33 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1890 | 1,68,42,051 | 15,71,788 | 6,00,267 | 3·56 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1891 | 1,71,24,771 | 14,77,263 | 4,75,786 | 2·78 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1892 | 1,72,52,030 | 15,78,178 | 4,37,876 | 2·54 | ... | ... | ... | ... | 7,89,792 | ... | ... | ... |
| 1893 | 1,72,28,860 | 20,63,104 | 8,88,798 | 5·16 | ... | ... | ... | ... | 14,35,593 | 1,03,006 | 50,896 | 3·55 |
| 1894 | 1,73,65,592 | 18,40,287 | 7,91,335 | 4·56 | 17,000 | ... | ... | ... | 14,99,605 | 1,55,556 | 61,152 | 4·08 |
| 1895 | 1,76,00,032 | 19,52,221 | 8,21,220 | 4·67 | 62,956 | ... | ... | ... | 15,03,585 | 1,83,338 | 77,448 | 5·15 |
| 1896 | 1,75,63,395 | 19,80,878 | 9,89,274 | 5·63 | 14,91,727 | ... | ... | ... | 15,29,265 | 1,97,116 | 84,238 | 5·51 |
| 1897 | 1,76,53,652 | 18,21,640 | 8,19,081 | 4·64 | 22,50,538 | 84,476 | 28,954 | 1·29 | 15,47,463 | 2,05,253 | 84,720 | 5·47 |
| 1898 | 1,78,56,546 | 16,98,657 | 7,09,781 | 3·98 | 23,18,496 | 1,02,945 | 31,782 | 1·37 | 15,78,017 | 1,78,941 | 76,057 | 4·82 |
| 1899 | 1,79,56,272 | 18,53,483 | 9,26,935 | 5·16 | 23,08,558 | 1,26,323 | 51,540 | 2·23 | 15,83,208 | 1,98,927 | 78,726 | 4·97 |
| 1900 | 1,80,00,616 | 19,53,865 | 10,10,773 | 5·62 | 23,09,481 | 1,49,153 | 59,540 | 2·58 | 15,74,082 | 2,02,718 | 86,214 | 5·48 |
| 1901 | 1,80,96,671 | 15,37,378 | 6,80,089 | 3·76 | 23,09,909 | 1,36,314 | 51,401 | 2·23 | 15,74,033 | 1,76,388 | 67,251 | 4·27 |

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*income derived by railways which are not guaranteed by the State.*

11, 14, 48 and 50 of Report.)

| LINES OWNED AND WORKED BY NATIVE STATES—*concld.* | | | | | | | | TOTAL NATIVE STATE LINES. | | | | CLASS: OF RAILWAYS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3′ 3⅜″ | | | | 2′ 6″ | | | | | | | | GAUGE. |
| 20 (*d*) | | | | 25 (*a*) | | | | | | | | Class: No. |
| DHRÁNGADRA. | | | | MORVI. | | | | | | | | Railway. |
| Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on capital outlay. | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on capital outlay. | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on capital outlay. | Calendar year. |
| Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | | |
| ... | ... | ... | ... | ... | ... | ... | ... | 1,41,02,284 | 8,74,474 | 1,37,442 | 0·97 | 1879 |
| ... | ... | ... | ... | ... | ... | ... | ... | 1,93,63,033 | 9,09,770 | 3,22,303 | 1·66 | 1880 |
| ... | ... | ... | ... | ... | ... | ... | ... | 2,35,07,183 | 16,81,892 | 6,08,206 | 2·59 | 1881 |
| ... | ... | ... | ... | ... | ... | ... | ... | 2,65,78,353 | 20,55,765 | 8,49,122 | 3·19 | 1882 |
| ... | ... | ... | ... | ... | ... | ... | ... | 2,78,65,380 | 21,19,421 | 6,83,861 | 2·45 | 1883 |
| ... | ... | ... | ... | ... | ... | ... | ... | 3,03,22,129 | 24,35,407 | 10,90,206 | 3·59 | 1884 |
| ... | ... | — | ... | ... | ... | ... | ... | 3,99,73,578 | 27,17,202 | 10,72,822 | 2·68 | 1885 |
| ... | ... | ... | ... | 6,88,671 | 34,822 | ... | ... | 4,81,66,137 | 31,07,307 | 13,48,074 | 2·80 | 1886 |
| ... | ... | ... | ... | 11,06,500 | 1,29,407 | 16,994 | 1·54 | 5,08,75,527 | 34,89,282 | 13,38,665 | 2·63 | 1887 |
| ... | ... | ... | ... | 11,77,842 | 1,62,087 | 21,984 | 1·87 | 6,23,65,740 | 39,33,377 | 16,21,474 | 2·60 | 1888 |
| ... | ... | ... | ... | 18,90,548 | 1,77,321 | 56,726 | 3·00 | 7,37,44,940 | 49,14,648 | 18,99,671 | 2·58 | 1889 |
| — | ... | ... | ... | 20,25,863 | 2,95,277 | 87,550 | 4·32 | 7,95,09,564 | 60,98,520 | 23,27,496 | 2·93 | 1890 |
| ... | ... | ... | ... | 20,55,599 | 3,09,419 | 1,08,617 | 5·28 | 8,60,11,514 | 71,17,189 | 30,09,498 | 3·50 | 1891 |
| ... | ... | ... | ... | 21,04,519 | 3,09,171 | 1,30,370 | 6·19 | 9,19,77,951 | 76,93,334 | 32,86,186 | 3·57 | 1892 |
| ... | ... | ... | ... | 21,57,365 | 3,22,817 | 1,45,732 | 6·75 | 10,01,84,730 | 86,78,127 | 39,56,647 | 3·95 | 1893 |
| ... | ... | ... | ... | 22,23,526 | 3,20,348 | 1,42,667 | 6·42 | 10,53,78,060 | 96,01,998 | 46,57,448 | 4·42 | 1894 |
| ... | ... | ... | ... | 23,99,396 | 3,69,972 | 2,00,127 | 8·34 | 11,00,11,010 | 97,80,441 | 46,59,182 | 4·24 | 1895 |
| ... | ... | ... | ... | 23,82,315 | 3,86,883 | 1,81,621 | 7·62 | 11,58,44,053 | 1,06,81,174 | 54,84,723 | 4·73 | 1896 |
| 5,830 | ... | ... | ... | 24,76,757 | 4,27,484 | 2,11,642 | 8·55 | 12,38,19,065 | 1,05,20,467 | 52,51,937 | 4·24 | 1897 |
| 5,93,589 | 23,395 | 10,617 | 1·79 | 24,79,448 | 3,76,220 | 1,63,990 | 6·61 | 13,92,01,222 | 1,08,95,895 | 54,25,189 | 3·90 | 1898 |
| 6,06,104 | 63,876 | 20,978 | 3·46 | 25,06,414 | 4,20,486 | 1,70,053 | 6·78 | 15,60,67,560 | 1,26,38,392 | 67,50,117 | 4·32 | 1899 |
| 5,86,534 | 57,366 | 18,984 | 3·24 | 27,28,115 | 4,23,308 | 1,58,794 | 5·82 | 16,09,04,092 | 1,58,05,695 | 78,85,412 | 4·90 | 1900 |
| 5,86,100 | 46,196 | 11,765 | 2·01 | 27,59,452 | 3,58,663 | 1,25,534 | 4·55 | 17,13,95,126 | 1,47,89,768 | 73,89,974 | 4·31 | 1901 |


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**Appendix 7.**
Gain or loss.

**APPEN**

*Gain or loss to the State from railway outlay, as also the*

(Referred to in paragraphs

| CLASS: OF RAILWAYS. | LINES IN FOREIGN TERRITORY. | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| GAUGE. | 3′ 3⅜″ | | | | | | | |
| Class: No. | 22 (*a*) | | | | 23 (*c*) | | | |
| Railway. | WEST OF INDIA PORTUGUESE. | | | | KÁRAIKKAL-PERALAM. | | | |
| Calendar year. | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on capital outlay. | Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on capital outlay. |
| | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | |
| 1879 | Information not available. | ... | ... | ... | ... | ... | ... | ... |
| 1880 | | ... | ... | ... | ... | ... | ... | ... |
| 1881 | | ... | ... | ... | ... | ... | ... | ... |
| 1882 | | ... | ... | ... | ... | ... | ... | ... |
| 1883 | | ... | | ... | ... | ... | ... | ... |
| 1884 | | ... | ... | ... | ... | ... | ... | ... |
| 1885 | | ... | ... | ... | ... | ... | ... | ... |
| 1886 | | ... | ... | ... | ... | ... | ... | ... |
| 1887 | | ... | ... | ... | ... | ... | ... | ... |
| 1888 | | ... | ... | ... | ... | ... | ... | ... |
| 1889 | | ... | ... | ... | — | ... | — | ... |
| 1890 | 1,63,14,170 | 4,75,437 | 67,001 | 0·41 | ... | ... | ... | ... |
| 1891 | 1,63,22,139 | 5,44,014 | 1,21,583 | 0·74 | ... | ... | ... | ... |
| 1892 | 1,63,00,901 | 3,74,681 | 11,107 | 0·07 | ... | ... | ... | ... |
| 1893 | 1,62,74,816 | 5,86,705 | 1,65,069 | 1·01 | ... | ... | ... | ... |
| 1894 | 1,63,12,813 | 5,43,673 | 1,19,332 | 0·73 | ... | ... | ... | ... |
| 1895 | 1,63,31,966 | 5,83,077 | 1,12,136 | 0·69 | 4,759 | ... | ... | ... |
| 1896 | 1,63,80,444 | 2,97,176 | —78,893 | ... | 59,009 | ... | ... | ... |
| 1897 | 1,63,40,168 | 1,79,722 | —1,60,785 | ... | 5,93,082 | ... | ... | ... |
| 1898 | 1,62,97,448 | 2,20,870 | — 1,10,145 | ... | 7,21,665 | 19,733 | 7,855 | 1·09 |
| 1899 | 1,62,96,432 | 5,72,475 | 1,64,665 | 1·01 | 7,25,344 | 27,685 | 9,037 | 1·25 |
| 1900 | 1,63,29,262 | 3,33,596 | — 66,845 | ... | 7,29,715 | 24,608 | 9,478 | 1·30 |
| 1901 | 1,63,42,023 | 3,68,120 | —48,589 | ... | 7,23,786 | 30,450 | 13,314 | 1·84 |

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## DIX 7—*concluded.*



*income derived by railways which are not guaranteed by the State.*

11, 14 48 and 50 of Report.)

| LINES IN FOREIGN TERRITORY—*concld.* | | | | | | | | CLASS: OF RAILWAYS. |
|---|---|---|---|---|---|---|---|---|
| 3½′ 3⅜″ | | | | TOTAL LINES IN FOREIGN TERRITORY. | | | | GAUGE. |
| 23 (*d*) | | | | | | | | Class: No. |
| PONDICHERRY. | | | | | | | | Railway. |
| Capital outlay. | Gross earnings. | Net traffic earnings. | Percentage on capital outlay. | Capital. outlay. | Gross earnings. | Net traffic earnings. | Percentage on capital outlay. | Calendar year. |
| Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | | |
| ... | ... | ... | ... | ... | ... | ... | ... | 1879 |
| ... | ... | ... | ... | ... | ... | ... | ... | 1880 |
| ... | ... | ... | ... | ... | ... | ... | ... | 1881 |
| ... | ... | ... | ... | ... | ... | ... | ... | 1882 |
| ... | ... | ... | ... | ... | ... | ... | ... | 1883 |
| ... | ... | ... | ... | ... | ... | ... | ... | 1884 |
| Information not available. | | | | | | | | |
| | ... | ... | ... | ... | ... | ... | ... | 1885 |
| | ... | ... | ... | ... | ... | ... | ... | 1886 |
| | ... | ... | ... | ... | ... | ... | ... | 1887 |
| | ... | ... | ... | ... | ... | ... | ... | 1888 |
| | ... | ... | ... | ... | ... | ... | ... | 1889 |
| 5,68,543 | ... | ... | ... | 1,68,82,713 | 4,75,437 | 67,001 | 0·40 | 1890 |
| 5,68,543 | 20,106 | 20,107 | 3·54 | 1,68,90,682 | 5,64,120 | 1,41,690 | 0·84 | 1891 |
| 5,68,543 | 15,341 | 15,341 | 2·70 | 1,68,69,444 | 3,90,022 | 26,448 | 0·16 | 1892 |
| 5,68,543 | 18,014 | 18,014 | 3·17 | 1,68,43,359 | 6,04,719 | 1,83,083 | 1·09 | 1893 |
| 5,68,543 | 27,958 | 18,425 | 3·24 | 1,68,81,356 | 5,71,631 | 1,37,757 | 0·82 | 1894 |
| 5,68,543 | 50,328 | 22,711 | 3·99 | 1,69,05,268 | 6,33,495 | 1,34,847 | 0·79 | 1895 |
| 5,68,543 | 39,681 | 17,776 | 3·13 | 1,70,07,996 | 3,36,857 | —61,117 | ... | 1896 |
| 5,68,543 | 36,592 | 17,169 | 3·02 | 1,75,01,793 | 2,16,314 | —1,43,616 | ... | 1897 |
| 5,68,543 | 31,830 | 14,394 | 2·53 | 1,75,87,656 | 2,72,433 | —87,896 | ... | 1898 |
| 5,68,543 | 45,305 | 21,627 | 3·80 | 1,75,90,319 | 6,45,465 | 1,95,329 | 1·11 | 1899 |
| 5,68,543 | 59,583 | 23,193 | 4·08 | 1,76,27,520 | 4,17,787 | —34,174 | ... | 1900 |
| 5,68,543 | 60,174 | 32,366 | 5·69 | 1,76,34,352 | 4,58,744 | —2,909 | ... | 1901 |


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| Khamgáon | 69 | Nowshera-Durgai | 48 | South Behar | 56 |
| Kolar Gold-fields | 72 | Oudh and Rohilkhand State | 47 | South Indian | 42 |
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| Mymensingh-Jamálpur-Jagannathganj | 59 | Rajpipla | 75 | Tirhoot State | 38 |
| Mysore-Nanjangud | 74 | Rajpura-Bhatinda | 75 | Udaipur Chitor | 77 |
| Mysore section (Southern Mahratta) | 40 | Rájputana-Malwa | 36 | Wardha Coal | 32 |
| Nágdá-Ujjain | 70 | Ránaghat-Krishnagar | 66 | West of India Portuguese | 80 |
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## Appendix 8.
Sterling capital authorised.

APPEN

*Capital authorised to be raised for each Guaranteed railway and State line leased to*

(Referred to in paragraph

| Classification. | Railways. | Amount authorised to be raised by the companies up to the 31st December 1901. | | | | | Amount raised by the companies and tary of State in England to the | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Share Capital. | Debentures. | Debenture stock. | Capital not bearing interest (premium.) | Total. | Share Capital. | *Debentures.* Cash received. | *Debenture stock.* Cash received. |
| | | £ | £ | £ | £ | £ | £ | £ | £ |
| | *Guaranteed.* | | | | | | | | |
| 9 (*a*) | Bombay, Baroda and Central India | 7,550,300 | 3,005,400 | ... | 28,731 | 10,584,431 | † 7,528,628 | 3,004,400 | ... |
| 11 (*a*) | Madras | 10,257,630 | 1,595,300 | ... | 9,761 | 11,862,691 | † 10,257,630 | 1,570,997 | ... |
| | Total | 17,807,930 | 4,600,700 | ... | 38,492 | 22,447,122 | 17,786,258 | 4,575,397 | ... |
| | *State lines leased to Companies.* | | | | | | | | |
| 3 (*a*) | Bengal Central | 500,000 | ‡ 500,000 | ... | ... | 1,000,000 | § 500,000 | ... | ... |
| 4 (*a*) & (*d*) | Bengal-Nágpur | 3,000,000 | 1,650,000 | ... | 8,150 | 4,658,150 | ‖ 3,000,000 | 1,649,875 | ... |
| | Do. Extensions | ... | 2,105,000 | ... | 9,450 | 2,114,450 | ... | 2,102,625 | ... |
| 8 (*d*) | Indian Midland | 3,000,000 | 3,654,100 | ... | —5,977 | 6,648,123 | ‖ 3,000,000 | 3,654,100 | ... |
| 14 (*a*) | Assam-Bengal | 1,500,000 | 1,360,000 | ... | 15,385 | 2,875,385 | ‡‡ 1,500,000 | 1,357,750 | ... |
| 17 (*b*) | Lucknow-Bareilly section (Rohilkund and Kumaon) | ... | 147,000 | ... | ... | 147,000 | ... | ** 147,000 | ... |
| 21 (*a*) | Southern Mahratta | 3,500,000 | 1,093,100 | ... | 30,957 | 4,624,057 | § 3,491,540 | 1,092,350 | ... |
| 21 (*b*) | Mysore section (Southern Mahratta) | ... | ... | 1,200,000 | 24,000 | 1,224,000 | ... | ... | ‖ 1,200,000 |
| 24 (*a*) | Burma | 2,000,000 | ... | ... | ... | 2,000,000 | §§ 2,000,000 | ... | ... |
| | Total | 13,500,000 | 10,509,200 | 1,200,000 | 81,965 | 25,291,165 | 13,491,540 | 10,003,700 | 1,200,000 |
| | Grand Total | 31,307,930 | 15,109,900 | 1,200,000 | 120,457 | 47,738,287 | 31,277,798 | 14,579,097 | 1,200,000 |

Details of Debenture loans on 31st December 1901 and the dates at which the loans expire :—

*Bombay, Baroda and Central India Railway—*

| £ | | |
|---|---|---|
| 300,000 | 3 per cent. | 1st January 1902. |
| 100,000 | 2½ „ „ | 5th May 1903. |
| 149,400 | 2½ „ „ | 15th June 1903. |
| 100,500 | 3 „ „ | 8th July 1903. |
| 500,000 | 2½ „ „ | 10th July 1903. |
| 100,000 | 2½ „ „ | 1st April 1904. |
| 120,000 | 3½ „ „ | 1st February 1905. |
| 100,700 | 3 „ „ | 8th July 1905. |
| 536,000 | 3 „ „ | 1st December 1905. |
| 500,000 | 3½ „ „ | 30th June 1907. |
| 198,800 | 3½ „ „ | 8th July 1908. |
| 300,000 | 3½ „ „ | 7th November 1908. |
| 3,005,400 | | |

*Madras Railway—*

| £ | | |
|---|---|---|
| 178,500 | 3 per cent | 30th June 1902. |
| 60,000 | 2¾ „ „ | 31st December 1902. |
| 200,000 | 2½ „ „ | 31st December 1903. |
| 103,100 | 2½ „ „ | 30th June 1904. |
| 300,000 | 3½ „ „ | 30th June 1904. |
| 100,000 | 3 „ „ | 31st December 1905. |
| 111,500 | 3 „ „ | 30th June 1906. |
| 140,000 | 3½ „ „ | 30th June 1906. |
| 100,000 | 3½ „ „ | 30th April 1907. |
| 200,000 | 3½ „ „ | 31st October 1907. |
| 81,400 | 3½ „ „ | 31st December 1907. |
| 1,574,500 | | |

# DIX 8.



*companies, the amount raised and the amount withdrawn to 31st December 1901.*

15 of Report.)

| ADVANCED BY THE SECRE- 31ST DECEMBER 1901. | | AMOUNT RAISED IN INDIA TO THE 31ST DECEMBER 1901. | | | TOTAL AMOUNT WITHDRAWN TO THE 31ST DECEMBER 1901. | | REMARKS. |
|---|---|---|---|---|---|---|---|
| Capital not bearing interest (premium). | Advances made to companies from money raised under Act 51, Vict., Cap. 5. | Share capital. | Capital not bearing interest (premium). | Total amount raised to the 31st December 1901. | During calendar year 1901. | Up to the close of calendar year 1901. | |
| £ | £ | £ | £ | £ | £ | £ | |
| 28,731 | ... | *21,672 | ... | 10,583,431 | 295,374 | 10,628,511 | * 5 per cent. |
| 9,761 | ... | ... | ... | 11,838,388 | 390,330 | 11,880,597 | † 5 „ „ . . . . £ 8,757,670<br>4½ „ „ . . . . „ 999,950<br>4½ „ „ . . . . „ 500,000 |
| 38,492 | ... | 21,672 | ... | 22,421,819 | 685,704 | 22,509,108 | ‡ Replaced by advances raised under Act 51, Vict., Cap. 5. |
| | | | | | | | § 3½ per cent. |
| ... | 500,000 | ... | ... | 1,000,000 | 19,039 | 1,002,601 | ‖ 4 „ „ |
| 8,150 | 2,760,000 | ... | ... | 7,418,025 | 26,840 | ¶ 7,730,505 | ¶ Includes expenditure by the State on the Katni-Umaria section, which is equivalent to £ 323,589. |
| 9,450 | ... | ... | ... | 2,112,075 | 487,078 | 5,237,727 | |
| —5,977 | 1,345,000 | ... | ... | 7,993,123 | 162,526 | 8,237,375 | |
| 15,385 | ... | ... | ... | 2,873,135 | 185,207 | 2,873,135 | |
| ... | ... | ... | ... | 147,000 | 17,454 | ** 362,698 | ** £ 147,000 sterling debentures were issued by the Company in England and sold for Rs. 20,34,195. This sum was paid into the Calcutta Treasury and at the contract rate is equivalent to a sterling payment of £ 160,837. Expenditure in excess of this capital has been advanced in India. |
| 30,923 | 2,129,900 | 8,460 | 34 | †† 6,753,207 | 16,820 | †† 6,735,316 | |
| 24,000 | ... | ... | ... | 1,224,000 | 10,786 | 1,196,512 | †† Includes capital raised for completion of the Bellary-Kistna section, and expenditure thereon from the 1st January 1888. |
| ... | ... | ... | ... | 2,000,000 | 633,359 | 2,623,235 | |
| 81,931 | 6,734,900 | 8,460 | 34 | 31,520,565 | 1,559,109 | 35,999,104 | ‡‡ 3 per cent. |
| | | | | | | | §§ 2¾ „ „ |
| 120,423 | 6,734,900 | 30,132 | 34 | 53,942,384 | 2,244,813 | 58,508,212 | |

*Bengal-Nágpur Railway—*

| £ | | |
|---|---|---|
| 265,600 | 3 per cent | 18th February 1902. |
| 1,234,400 | 4 „ „ | ... 1903. |
| 500,000 | 2½ „ „ | 10th July 1903. |
| 400,000 | 2¾ „ „ | 21st April 1904. |
| 400,000 | 3 „ „ | 18th August 1905. |
| 400,000 | 3 „ „ | 15th June 1906. |
| 155,000 | 3½ „ „ | 3rd January 1908. |
| 400,000 | 3½ „ „ | 4th May 1908. |
| 3,755,000 | | |

*Lucknow-Bareilly Railway—*

| | | |
|---|---|---|
| £ 147,000 . . . | 3¾ per cent . . . . . | 1st July 1904. |

*Indian Midland Railway.—*

| £ | | |
|---|---|---|
| 171,200 | 2¾ per cent. | 31st December 1902. |
| 250,000 | 2½ „ „ | Ditto. |
| 582,900 | 2½ „ „ | 30th June 1903. |
| 1,000,000 | 3¾ „ „ | 31st December 1903. |
| 1,000,000 | 3¾ „ „ | 30th June 1904. |
| 150,000 | 3 „ „ | 30th June 1905. |
| 500,000 | 3½ „ „ | 3rd October 1908. |
| 3,654,100 | | |

*Southern Mahratta Railway—*

| £ | | |
|---|---|---|
| 100,000 | 2½ per cent. | 1st April 1904. |
| 88,100 | 3 „ „ | 1st October 1905. |
| 600,000 | 3 „ „ | 1st April 1906. |
| 50,000 | 3½ „ „ | 1st October 1907. |
| 255,000 | 3½ „ „ | 1st October 1908. |
| 1,093,100 | | |

*Assam-Bengal Railway—*

| £ | | |
|---|---|---|
| 500,000 | 3 per cent. | 4th July 1902. |
| 300,000 | 2½ „ „ | 13th April 1905. |
| 560,000 | 3½ „ „ | 4th July 1907. |
| 1,360,000 | | |

# Appendix 9.
Budget allotments.

APPEN

*Amount allotted to each Railway Administration for expenditure on capital account*

(Referred to in para

| Class: No. Railway. / Particulars. / Year. | 1 (a). East Indian. Capital asked for. | Capital at first allotted. | Capital allotted on revision of Budget. | Capital actually expended. | Mileage opened during the year. | 2 (a), (b), (c) and (e). Eastern Bengal State. Capital asked for. | Capital at first allotted. | Capital allotted on revision of Budget. | Capital actually expended. | Mileage opened during the year. | 3 (a). Bengal. Capital asked for. | Capital at first allotted. | Capital allotted on revision of Budget. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1892-93 | 37,39,000 | 27,45,000 | 31,79,000 | 36,70,599 | 2·88 | 19,64,700 | 20,06,900 | 17,69,000 | 13,50,957 | 35·11 | 6,30,000 | 1,32,000 | 1,32,000 |
| 1893-94 | 72,00,000 | 27,23,000 | 54,11,000 | 54,33,772 | ... | 18,30,000 | 14,68,000 | 10,94,000 | 10,55,438 | ... | 6,52,000 | 1,55,000 | 47,000 |
| 1894-95 | 66,20,000 | 24,00,000 | 35,41,000 | 38,82,382 | 56·97 | 21,75,000 | 9,00,000 | 6,45,000 | 6,02,680 | ... | 5,58,000 | 62,000 | 58,000 |
| 1895-96 | 56,70,000 | 31,00,000 | 55,50,000 | 52,11,142 | 23·32 | 13,00,000 | 12,00,000 | 14,16,000 | 14,25,285 | ... | 5,96,000 | 1,01,000 | 55,000 |
| 1896-97 | 1,00,00,000 | 11,22,000 | 68,00,000 | 64,94,213 | 4·81 | 40,00,000 | 40,75,000 | 45,59,000 | 42,79,950 | ... | 17,42,000 | 7,25,000 | 9,94,000 |
| 1897-98 | 1,30,00,000 | 1,05,00,000 | 1,20,00,000 | 1,28,94,201 | 1·25 | 69,14,000 | 71,25,000 | 49,33,000 | 56,02,739 | ... | 14,83,000 | 7,00,000 | 6,79,000 |
| 1898-99 | 1,50,00,000 | 1,62,65,000 | 1,45,00,000 | 1,25,59,624 | 5·61 | 1,07,69,000 | 66,57,000 | 39,83,000 | 33,05,840 | 9·49 | 27,10,500 | 4,00,000 | 7,81,000 |
| 1899-1900 | 1,88,00,000 | 1,50,00,000 | 1,95,00,000 | 1,98,82,502 | 125·48 | 78,49,000 | 64,97,000 | 53,45,000 | 54,50,381 | 32·82 | 16,66,000 | 4,00,000 | 4,00,000 |
| 1900-01 | 1,87,50,000 | 1,28,20,000 | 1,69,70,000 | 1,68,96,566 | 3·23 | 97,60,000 | 61,56,000 | 51,95,000 | 43,96,060 | 53·84 | 2,63,000 | 2,50,000 | 2,50,000 |
| 1901-02 | 1,87,50,000 | 1,87,50,000 | 1,47,51,000 | ... | ... | 96,08,000 | 77,00,000 | 82,01,000 | ... | 6·97 | 3,03,000 | 1,50,000 | 1,78,000 |

| | 6 (a) to (d). Oudh and Rohilkhand State. Capital asked for. | Capital at first allotted. | Capital allotted on revision of Budget. | Capital actually expended. | Mileage opened during the year. | 7 (a), (f) & (l). North Western State. Capital asked for. | Capital at first allotted. | Capital allotted on revision of Budget. | Capital actually expended. | Mileage opened during the year. | 8 (a). Great Indian. Capital asked for. | Capital at first allotted. | Capital allotted on revision of Budget. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1891-93 | 1,05,60,000 | 63,85,600 | 42,70,000 | 35,89,252 | ... | 1,52,83,000 | 92,30,700 | 88,53,000 | 92,34,807 | 3·00 | 22,26,000 | 21,35,000 | 4,82,000 |
| 1893-94 | 5,22,400 | 40,85,000 | 51,94,000 | 51,20,616 | 48·56 | 1,46,00,000 | 93,63,000 | 96,28,800 | 7,39,205 | ... | 18,24,100 | 32,81,000 | — 2,68,000 |
| 1894-95 | 31,71,000 | 22,29,000 | 27,18,000 | 25,18,142 | 56·07 | 29,91,000 | 91,21,000 | 1,31,30,000 | 1,14,89,843 | ... | 15,38,000 | 15,01,000 | 17,33,000 |
| 1895-96 | 44,96,000 | 30,43,000 | 30,61,000 | 28,28,376 | ... | 1,67,00,000 | 1,33,27,000 | 1,55,38,000 | 1,53,73,545 | 103·29 | 15,46,000 | 10,73,000 | 6,70,000 |
| 1896-97 | 32,75,000 | 33,34,000 | 34,77,000 | 31,81,947 | 49·76 | 1,33,93,000 | 1,37,84,000 | 1,51,27,000 | 1,55,72,773 | 263·88 | 16,03,000 | 16,35,000 | — 3,43,000 |
| 1897-98 | 51,10,000 | 51,10,000 | 52,72,000 | 53,83,810 | 45·03 | 81,88,000 | 86,10,000 | 65,62,000 | 57,78,432 | ... | 12,90,000 | 40,47,000 | 14,24,000 |
| 1898-99 | 32,35,000 | 33,95,000 | 54,59,000 | 44,80,096 | 138·39 | 76,67,000 | 89,46,000 | 77,21,000 | 73,18,184 | ... | 45,75,000 | 63,64,000 | 30,73,000 |
| 1899-1900 | 71,35,000 | 54,73,000 | 56,75,000 | 59,81,021 | 32·05 | 51,99,000 | 54,24,000 | 46,77,000 | 43,87,895 | 124·61 | 45,45,000 | 45,34,000 | 30,09,000 |
| 1900-01 | 40,86,900 | 30,38,000 | 29,79,000 | 29,63,018 | 86·77 | 92,49,000 | 42,88,000 | 64,06,000 | 62,50,302 | 118·13 | 37,69,000 | 18,50,000 | — 29,81,000 |
| 1901-02 | 20,44,000 | 18,31,000 | 25,91,000 | ... | ... | 85,61,000 | 68,87,000 | 89,15,000 | ... | ... | 18,42,000 | 12,63,000 | 8,16,000 |

| | 9 (f), (g) and (j). Rajputana-Malwa. Capital asked for. | Capital at first allotted. | Capital allotted on revision of Budget. | Capital actually expended. | Mileage opened during the year. | 11 (a) and (b). Madras. Capital asked for. | Capital at first allotted. | Capital allotted on revision of Budget. | Capital actually expended. | Mileage opened during the year. | 14 (a). Assam-. Capital asked for. | Capital at first allotted. | Capital allotted on revision of Budget. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1892-93 | 71,30,000 | 48,00,000 | 66,55,000 | 70,47,073 | ... | 13,54,000 | 12,63,000 | 2,04,000 | 2,48,381 | ... | 35,00,000 | 1,25,00,000 | 55,09,000 |
| 1893-94 | 57,00,000 | 44,29,000 | 48,82,000 | 48,60,479 | 17·28 | 9,75,684 | 10,54,000 | 4,72,000 | 3,89,210 | ... | 1,22,40,000 | 1,26,99,000 | 92,11,000 |
| 1894-95 | 30,45,000 | 23,20,000 | 38,34,000 | 30,50,064 | ... | 11,44,000 | 6,16,000 | 3,98,050 | 1,88,902 | ... | 1,08,24,000 | 82,95,000 | 1,67,75,000 |
| 1895-96 | 40,20,000 | 34,50,000 | 26,74,000 | 28,65,244 | ... | 5,98,731 | 9,63,000 | 3,41,000 | 2,89,722 | 8·55 | 2,09,58,000 | 1,47,17,000 | 1,43,83,000 |
| 1896-97 | 16,40,000 | 14,44,000 | 3,47,000 | — 62,693 | 25·81 | 8,31,700 | 5,66,000 | 6,02,000 | 4,85,869 | ... | 2,34,55,000 | 1,75,00,000 | 1,17,06,000 |
| 1897-98 | 9,52,000 | 6,55,000 | 1,50,000 | 1,27,324 | ... | 11,17,000 | 12,18,000 | 2,78,000 | 2,98,774 | ... | 1,98,55,000 | 1,33,00,000 | 1,20,94,000 |
| 1898-99 | 17,41,000 | 15,09,000 | 6,63,000 | — 1,35,096 | ... | 36,38,000 | 59,17,000 | 9,07,000 | 7,39,654 | ... | 1,44,15,000 | 1,15,20,000 | 1,20,24,000 |
| 1899-1900 | 23,65,000 | 9,00,000 | 18,00,000 | 11,50,566 | ... | 39,66,000 | 26,04,000 | 20,26,000 | 16,06,789 | ... | 1,24,00,000 | 80,00,000 | 1,00,36,000 |
| 1900-01 | 30,80,000 | 12,00,000 | 27,44,000 | 20,89,502 | ... | 60,73,000 | 31,12,000 | 39,47,000 | 43,77,502 | ... | 1,26,92,000 | 1,26,10,000 | 91,60,000 |
| 1901-02 | 28,14,000 | 21,28,000 | 14,91,000 | ... | ... | 46,76,000 | 47,00,000 | 41,25,000 | ... | 28·75 | 83,72,000 | 83,45,000 | 75,00,000 |

| | 18 (c). Jodhpur-Bikaner [Jodhpur-Hyderabad (British section)]. Capital asked for. | Capital at first allotted. | Capital allotted on revision of Budget. | Capital actually expended. | Mileage opened during the year. | 21 (a) to (e). Southern Mahratta. Capital asked for. | Capital at first allotted. | Capital allotted on revision of Budget. | Capital actually expended. | Mileage opened during the year. | 23 (a). South. Capital asked for. | Capital at first allotted. | Capital allotted on revision of Budget. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1892-93 | ... | ... | ... | ... | ... | 32,76,500 | 31,83,000 | 47,88,000 | 45,69,960 | 19·93 | 40,37,500 | 22,70,000 | —16,42,000 |
| 1893-94 | ... | ... | ... | ... | ... | 25,56,000 | 18,57,000 | 5,67,000 | 5,07,466 | 56·55 | 26,29,900 | 11,37,000 | 7,25,000 |
| 1894-95 | ... | ... | ... | ... | ... | 8,40,000 | 14,09,000 | 7,31,000 | 6,81,842 | ... | 17,74,000 | 6,00,000 | 2,00,000 |
| 1895-96 | ... | ... | ... | ... | ... | 11,77,000 | 12,62,000 | 8,12,000 | 7,55,237 | ... | 14,96,000 | 8,50,000 | 4,50,000 |
| 1896-97 | ... | ... | ... | ... | ... | 15,01,000 | 14,78,000 | 9,80,000 | 9,04,205 | ... | 6,15,000 | 5,00,000 | 1,50,000 |
| 1897-98 | ... | ... | 25,000 | 7,987 | ... | 19,70,000 | 18,07,000 | 9,22,000 | 8,17,542 | ... | 8,35,000 | 5,00,000 | —2,70,000 |
| 1898-99 | 23,75,000 | 1,00,000 | 10,03,000 | 9,70,558 | ... | 18,66,000 | 15,20,000 | 7,95,000 | 8,12,707 | ... | —14,76,000 | —18,44,000 | —20,00,000 |
| 1899-1900 | 24,81,000 | 9,90,000 | 10,04,000 | 9,42,349 | ... | 9,65,000 | 6,00,000 | 4,75,000 | 4,60,852 | ... | 5,00,000 | 5,00,000 | 10,93,000 |
| 1900-01 | 17,93,000 | 10,00,000 | 3,98,000 | 3,83,059 | 68·49 | 12,10,000 | 6,00,000 | 6,06,000 | 7,32,060 | ... | 60,00,000 | 13,00,000 | 43,12,000 |
| 1901-02 | 5,000 | 1,58,000 | 2,25,000 | ... | ... | 8,25,000 | 6,00,000 | 4,26,000 | ... | ... | 1,28,44,000 | 1,16,44,000 | 91,37,000 |

NOTE.—The credit items represent the amounts by which credits under suspense and on account of capital outlay

* Transferred partly to the Bengal-Nagpur

# DIX 9.



*during each official year from 1892-93 and the amount actually expended.*

graph 16 of Report).

| Central. | | 4 (*a*), (*b*) and (*d*), Bengal-Nágpur. | | | | | East Coast State. | | | | | Class : No. Railway. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Capital actually expended. | Mileage opened during the year. | Capital asked for. | Capital at first allotted. | Capital allotted on revision of Budget. | Capital actually expended. | Mileage opened during the year. | Capital asked for. | Capital at first allotted. | Capital allotted on revision of Budget. | Capital actually expended. | Mileage opened during the year. | Particulars. Year. |
| 1,18,013 | ... | 51,81,000 | 55,13,000 | 42,68,000 | 41,36,542 | 30·23 | 1,66,15,000 | 1,08,91,000 | 1,24,94,000 | 1,23,40,988 | 88·58 | 1892-93 |
| 28,305 | ... | 20,60,000 | 23,98,000 | 13,73,000 | 11,94,152 | ... | 1,00,04,600 | 91,85,000 | 99,73,000 | 97,64,893 | 174·81 | 1893-94 |
| 58,730 | ... | 8,78,000 | 6,48,000 | 3,16,000 | 3,38,482 | ... | 99,66,000 | 76,10,000 | 78,55,000 | 83,21,931 | 90·71 | 1894-95 |
| 56,662 | ... | 7,07,000 | 6,94,000 | 29,98,000 | 21,12,011 | ... | 53,00,000 | 53,00,000 | 87,30,000 | 87,63,511 | 137·37 | 1895-96 |
| 9,56,582 | ... | 2,55,84,000 | 1,69,64,000 | 1,55,77,000 | 1,57,92,396 | ... | 1,63,78,000 | 99,78,000 | 1,15,66,000 | 1,10,42,010 | 47·15 | 1896-97 |
| 6,57,068 | ... | 3,82,23,000 | 2,12,84,000 | 1,94,00,000 | 1,84,68,149 | ... | 1,06,30,000 | 1,05,20,000 | 90,73,000 | 89,48,642 | 2·66 | 1897-98 |
| 6,16,262 | ... | 2,37,56,000 | 2,07,00,000 | 1,86,10,000 | 1,84,49,088 | 323·53 | 85,18,000 | 90,44,000 | 89,58,000 | 88,66,098 | 232·32 | 1898-99 |
| 1,07,764 | ... | 2,35,10,000 | 1,77,00,000 | 1,77,00,000 | 1,70,70,994 | 5·75 | 29,55,000 | 27,00,000 | 30,95,000 | 29,09,719 | ... | 1899-1900 |
| 2,36,634 | ... | 1,47,72,000 | 1,05,00,000 | 81,04,000 | 70,91,187 | 92·54 | 34,29,000 | 14,00,000 | 11,40,000 | ... | 7·16 | 1900-01 |
| ... | ... | 1,83,39,000 | 1,74,51,000 | 1,60,39,000 | ... | 2·25 | * | * | * | * | * | 1901-02 |

| Peninsular. | | 8 (*d*) and (*g*). Indian Midland. | | | | | 9 (*a*). Bombay, Baroda and Central India. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7,26,515 | ... | 20,38,000 | 21,88,000 | 14,57,000 | 12,37,184 | ... | 2,09,000 | 2,09,000 | — 2,53,000 | — 1,71,305 | ... | 1892-93 |
| —4,80,123 | ... | 16,40,800 | 21,49,000 | 11,48,000 | 8,78,552 | ... | 12,50,000 | 13,05,000 | 10,55,000 | 9,40,633 | ... | 1893-94 |
| 16,58,250 | ... | 12,99,800 | 22,07,000 | 9,25,000 | 7,48,722 | ... | 15,95,000 | 9,75,000 | 17,70,000 | 16,65,198 | ... | 1894-95 |
| 5,69,796 | ... | 3,50,700 | 2,86,000 | 8,89,000 | 4,86,315 | 1·77 | 30,40,000 | 25,50,000 | 28,13,000 | 27,55,585 | ... | 1895-96 |
| —4,99,469 | 1·07 | 1,00,65,980 | 96,07,000 | 68,14,000 | 70,19,372 | ... | 39,75,000 | 47,11,000 | 31,02,000 | 28,83,994 | ... | 1896-97 |
| 15,45,812 | ... | 33,55,000 | 26,01,000 | 29,24,000 | 30,13,399 | 47·83 | 50,00,000 | 67,46,000 | 27,00,000 | 25,51,368 | ... | 1897-98 |
| 28,57,021 | ... | 33,00,000 | 20,10,000 | 20,84,000 | 19,24,558 | 68·21 | 53,50,000 | 66,43,000 | 45,91,000 | 40,21,367 | ... | 1898-99 |
| 28,74,659 | 19·00 | 19,59,000 | 17,50,000 | 23,48,000 | 19,97,374 | ... | 49,00,000 | 41,00,000 | 51,81,000 | 41,49,383 | ... | 1899-1900 |
| 36,93,175 | 51·06 | 22,46,000 | 7,50,000 | 17,79,000 | 13,15,242 | ... | 41,50,000 | 10,00,000 | 13,98,000 | 14,72,253 | ... | 1900-01 |
| ... | ... | 33,50,000 | 33,50,000 | 27,40,000 | ... | ... | 30,25,000 | 28,00,000 | 37,72,000 | ... | ... | 1901-02 |

| Bengal. | | 16 (*b*). Bengal and North Western (Tirhoot section). | | | | | 17 (*b*). Rohilkund and Kumaon (Lucknow-Bareilly section). | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 51,14,484 | ... | 3,46,000 | 2,25,000 | 12,40,000 | 12,48,004 | ... | 2,00,000 | 2,63,000 | 3,20,000 | 2,69,687 | 23·50 | 1892-93 |
| 86,50,636 | ... | 3,05,500 | 1,98,000 | 1,83,000 | 1,24,598 | ... | 2,20,000 | 4,41,000 | 2,78,000 | 2,10,265 | 7·37 | 1893-94 |
| 1,66,51,385 | ... | 10,36,000 | 8,00,000 | 5,05,000 | 2,58,104 | ... | 2,75,000 | 3,80,000 | 1,66,000 | 1,11,826 | 1·75 | 1894-95 |
| 1,37,36,608 | 158·90 | 7,71,000 | 7,00,000 | 6,03,000 | 5,08,239 | ... | 2,20,000 | 2,05,000 | 3,08,000 | 2,09,454 | ... | 1895-96 |
| 1,15,55,591 | 201·73 | 4,06,000 | 43,25,000 | 24,41,000 | 16,59,234 | ... | 4,96,000 | 3,43,000 | 2,37,000 | 2,06,608 | ... | 1896-97 |
| 1,18,24,159 | ... | 73,11,000 | 71,00,000 | 53,50,000 | 47,24,254 | ... | 3,25,000 | 2,28,000 | 4,48,000 | 3,57,554 | ... | 1897-98 |
| 1,24,72,607 | 53·82 | 59,50,000 | 62,00,000 | 40,70,000 | 34,38,341 | ... | 2,20,000 | 1,50,000 | 1,53,000 | 1,28,139 | ... | 1898-99 |
| 1,01,54,508 | 20·31 | 35,01,000 | 24,00,000 | 30,00,000 | 32,77,918 | 73·17 | 1,60,000 | 69,000 | 69,000 | —2,969 | ... | 1899-1900 |
| 90,38,316 | 142·20 | 47,86,000 | 33,38,000 | 50,88,000 | 53,92,450 | 92·18 | 1,12,000 | 3,74,000 | 3,74,000 | 3,63,582 | ... | 1900-01 |
| ... | 10·75 | 25,46,000 | 25,46,000 | 27,46,000 | ... | 11·36 | 2,95,000 | 2,95,000 | 4,90,000 | ... | ... | 1901-02 |

| and (*c*). Indian. | | 24 (*a*). Burma. | | | | | Frontier Reserve material, stores and collieries. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| — 20,26,137 | ... | 53,40,000 | 53,89,500 | 51,11,000 | 49,85,645 | 99·46 | ... | ... | ... | ... | ... | 1892-93 |
| 7,50,345 | ... | 54,76,400 | 43,82,000 | 35,13,800 | 33,39,972 | 12·89 | ... | ... | ... | ... | ... | 1893-94 |
| 1,85,032 | ... | 36,31,000 | 36,28,000 | 33,93,000 | 33,48,504 | 15·46 | ... | ... | ... | ... | ... | 1894-95 |
| 3,82,340 | ... | 15,54,700 | 11,11,000 | 16,09,000 | 16,71,732 | 141·07 | ... | ... | ... | ... | ... | 1895-96 |
| 1,49,527 | ... | 8,75,000 | 76,28,000 | 71,53,000 | 66,22,514 | ... | ... | ... | ... | ... | ... | 1896-97 |
| —3,01,266 | ... | 77,10,000 | 77,10,000 | 55,16,000 | 52,35,328 | 50·00 | ... | ... | ... | ... | ... | 1897-98 |
| —19,58,792 | ... | 99,50,000 | 1,00,00,000 | 70,00,000 | 72,06,664 | ... | ... | ... | ... | ... | ... | 1898-99 |
| 10,48,002 | 4·49 | 1,18,13,000 | 80,00,000 | 78,00,000 | 78,14,726 | 57·21 | ... | ... | ... | ... | ... | 1899-1900 |
| 38,97,339 | 1·45 | 1,02,85,000 | 88,00,000 | 97,85,000 | 98,58,957 | 130·66 | ... | —1,290 | —5,33 | 3,96,751 | ... | 1900-01 |
| ... | ... | 1,22,00,000 | 96,74,000 | 95,64,000 | ... | 53·70 | ... | 2,960 | 1,46 | ... | ... | 1901-02 |

transferred from one railway system to another exceed the amounts allotted and expended on works of construction.
railway and partly to the Madras railway from the 1st January 1901.

## Appendix 10.
Annual capital outlay.

*Capital expenditure* in thousands of rupees

(Referred to in paragraphs

| Railways. | EXPENDITURE ON NEW LINES IN THOUSANDS OF RUPEES EXCLUDING SUSPENSE. YEARS. | | | | | | | | | | EXPENDITURE ON ROLLING STOCK IN THOUSANDS OF RUPEES EXCLUDING SUSPENSE. YEARS. | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1892. | 1893. | 1894 | 1895. | 1896. | 1897. | 1898. | 1899. | 1900. | 1901. | 1892. | 1893. | 1894. | 1895. | 1896. | 1897. | 1898. | 1899. | 1900. | 1901. |
| East Indian | 63,61 | 28,32 | 11,36 | 11,96 | 18,06 | 80,79 | 1,07,94 | 73,53 | 45,55 | 50,54 | -4,71 | 9,56 | 3,60 | 26,91 | 12,02 | 27,27 | 36,32 | 1,96,52 | 64,24 | 73,57 |
| Eastern Bengal | 9,00 | 3,92 | 23 | 6 | 2 | 6,52 | 28,08 | 27,93 | 31,10 | 39,05 | 6,63 | 2,76 | 29 | 8,26 | 5,98 | 16,58 | 10,16 | 18,21 | 4,54 | 13,01 |
| Bengal Central | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 11,59 | 4,37 | 1,95 | 27 | -31 |
| Bengal-Nágpur | 12,95 | 6,05 | 80 | 1,35 | 62,39 | 1,71,99 | 1,71,49 | 1,67,17 | 79,46 | 40,37 | 36,29 | 17,89 | 26 | 2,15 | 2,26 | 32 | 1,13 | 33,92 | 27,35 | 4,29 |
| Calcutta Port Commissioners'. | 7,28 | 96 | ... | 6,36 | 38 | 27 | 50 | ... | ... | 9,21 | ... | ... | ... | ... | 3,34 | 1 | ... | ... | 91 | 13,46 |
| Oudh and Rohilkhand State. | 18,23 | 47,12 | 30,21 | 15,14 | 23,03 | 39,38 | 23,72 | 39,27 | 27,17 | 8,79 | 1,06 | 60 | 57 | 8,06 | 59 | 3,51 | 7,06 | 5,68 | 79 | 5,85 |
| North Western State | 49,23 | 59,73 | 77,62 | 1,47,98 | 2,15,81 | 1,18,52 | 62,11 | 57,69 | 48,86 | 41,84 | 9,00 | 1,81 | 90 | 2,08 | 10,63 | 36,32 | 21,85 | 5,70 | 79 | 12,29 |
| Great Indian Peninsula. | 3,10 | 12,76 | 34,83 | 65,35 | 27,30 | 65,88 | 80,87 | 67,71 | 19,28 | 2,74 | 17,07 | 4,75 | 9,85 | 2,69 | 2,40 | 7,84 | 1,63 | 8,26 | 13,36 | 21,27 |
| Bombay, Baroda and Central India | 2 | 11 | 6 | 5,23 | 16,33 | 5,73 | 25,28 | 62,80 | 18,88 | 3,20 | 1,61 | 6,85 | 5,24 | 6,94 | 1,07 | 9 | 5,99 | 13,83 | 13,35 | 4,24 |
| Nizam's Guaranteed State | ... | ... | ... | ... | ... | 15,32 | 52,05 | 82,51 | 52,12 | 7,78 | 4,76 | 16 | ... | 27 | 2,22 | 49 | 3,06 | 12,80 | 12,67 | 1,51 |
| Madras | ... | ... | .. | 14 | 25,11 | 11,02 | 7,48 | 10,65 | 21,28 | 58,39 | 32 | 2,29 | 44 | 33 | 1,65 | 6,56 | 1,47 | 3,66 | 3,29 | 9,51 |
| Bengal Dooars | ... | ... | ... | ... | ... | 72 | 3,19 | 18,75 | 17,98 | 15,61 | 2,04 | 87 | 37 | 1 | 1 | 52 | 1 | 4,09 | 2,32 | 1,40 |
| Dibru-Sadiya | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 82 | 1,33 | 60 | 1,05 | 78 | 14 | 20 | 16 | 2,32 | ... |
| Assam-Bengal | 30,16 | 71,90 | 1,39,16 | 1,39,97 | 1,00,72 | 1,12,03 | 1,16,09 | 1,11,52 | 85,59 | 82,77 | ... | 95 | 4,63 | 17,52 | 16,29 | 4,25 | 2,65 | 1,63 | 87 | 3,05 |
| Deoghur | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Bengal and North-Western | ... | ... | 3 | 21,09 | 33,39 | 1,10,07 | 64,34 | 63,32 | 29,10 | 32,47 | 75 | 7,49 | 13 | 9,03 | 2,25 | 9,97 | 24,03 | 15,84 | 18,58 | 18,47 |
| Rohilkund and Kumaon. | 2,85 | 1,57 | 1,35 | 12 | 2 | ... | ... | ... | ... | 3 | 90 | 1 | 2 | 1 | 2 | 1 | 2,32 | 1,02 | 2,80 | 1,47 |
| Rajputana-Malwa | 33,56 | 50,32 | 54,05 | 14,25 | 17,89 | 11,58 | 8,21 | 2,79 | 88 | 6,51 | 50 | 50 | 4,86 | 1,12 | 2,15 | -12 | -1,59 | 3,07 | 1,83 | 89 |
| Jodhpur-Bikaner | 17,53 | -2,11 | 72 | 1 | -4 | 10,24 | 28,52 | 16,52 | 10,79 | 4,00 | 6,47 | 1,60 | -1,59 | -11 | 39 | ... | 6,08 | 14,33 | 21 | 3,83 |
| Udaipur-Chitor | ... | ... | 3,05 | 10,26 | 18 | 26 | 1,13 | 2,16 | 45 | 17 | ... | ... | ... | ... | ... | 2,25 | 5 | ... | ... | 42 |
| Bhávnagar-Gondal-Junágad-Porbandar | 7,90 | 6,46 | 82 | 49 | 14,55 | 7,77 | 6,93 | 8 | -28 | ... | 76 | 17 | 8 | 3 | 1,80 | 87 | 1,24 | 8 | 17 | 80 |
| Southern Mahratta | ... | ... | ... | ... | ... | 9 | 11 | 3 | ... | ... | 28 | 29 | 71 | 37 | 46 | 1,41 | 5,34 | 3,42 | 1,41 | 1,88 |
| South Indian | 5,98 | 7,79 | 2,16 | 68 | ... | ... | ... | 1,75 | 1,21 | 83,67 | 4 | 12,79 | 1,58 | 87 | 29 | 1,22 | 43 | 73 | 26 | -3 |
| Burma | 20,62 | 29,49 | 18,30 | ... | 11,17 | 38,74 | 43,97 | 62,24 | 50,63 | 56,42 | 10,96 | 1,21 | 53 | 3,36 | 4,65 | 1,50 | 6,36 | 11,96 | 4,74 | 20,85 |
| Morvi | ... | ... | ... | ... | ... | ... | ... | ... | 2,32 | 11 | 4 | 41 | 24 | -10 | 24 | 2 | 12 | 4 | 6 | 10 |
| Bársi Light | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2,49 | 1,77 | 27 | ... | ... | -39 |
| Tárakeshwar-Magra. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1,42 | 7 | 3 | 17 | 1 | 18 | ... | ... |
| Ránaghat-Krishnagar | ... | ... | ... | ... | ... | ... | ... | 6,07 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1,21 | 24 | ... |
| Tezpur-Bálipárá | ... | ... | 3,30 | 89 | 27 | 3 | 7 | 17 | 13 | ... | ... | ... | 98 | 27 | 17 | ... | 6 | 12 | ... | ... |
| Darjeeling-Himalayan | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 8 | 46 | 5 | 1 | 83 | 2 | 13 | 55 | 12 | 1 |
| Howrah-Amta | ... | ... | ... | ... | ... | 7,63 | 29 | 1 | 1 | 6 | ... | ... | ... | ... | ... | 2,34 | 99 | 11 | 46 | ... |
| Howrah-Sheakhala | ... | ... | ... | ... | ... | 4,11 | 33 | ... | ... | ... | ... | ... | ... | ... | ... | 1,17 | 48 | ... | ... | ... |
| Jorhat | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 | 16 | 4 | 6 | -7 | 38 | 20 | ... | ... | -31 |
| TOTAL | 2,32,02 | 3,24,48 | 3,78,05 | 4,41,33 | 5,66,58 | 8,18,70 | 8,32,70 | 8,74,67 | 5,42,49 | 5,43,73 | 95,71 | 74,95 | 35,80 | 91,27 | 74,34 | 1,38,47 | 1,42,52 | 2,69,07 | 1,78,25 | 2,11,13 |

**DIX 10.**

**Appendix 10.**
Annual capital outlay.

*during each of the past ten years.*

17 and 21 of Report.)

| EXPENDITURE ON IMPROVEMENT OF EXISTING LINE IN THOUSANDS OF RUPEES EXCLUDING SUSPENSE. | | | | | | | | | | TOTAL CAPITAL EXPENDITURE IN THOUSANDS OF RUPEES INCLUDING SUSPENSE. | | | | | | | | | | RAILWAYS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| YEARS. | | | | | | | | | | YEARS. | | | | | | | | | | |
| 1892. | 1893. | 1894. | 1895. | 1896. | 1897. | 1898. | 1899. | 1900. | 1901. | 1892. | 1893. | 1894. | 1895. | 1896. | 1897. | 1898. | 1899. | 1900. | 1901. | |
| 7,74 | 20,76 | 10,98 | 14,38 | 15,74 | 19,82 | 28,96 | 40,78 | 48,92 | 64,53 | 52,64 | 72,64 | 33,94 | 62,25 | 57,82 | 1,47,88 | 1,64,22 | 2,35,83 | 1,64,81 | 1,58,64 | East Indian. |
| 11,80 | 1,82 | 3,93 | 5,91 | 18,06 | 26,38 | 7,95 | 8,72 | 13,88 | 12,38 | 29,45 | 7,50 | 5,45 | 14,23 | 26,06 | 69,48 | 49,19 | 54,86 | 49,52 | 66,44 | Eastern Bengal. |
| 1,71 | 24 | 69 | 34 | 69 | 84 | 2,14 | 75 | 1,66 | 1,52 | 1,71 | 24 | 69 | 34 | 6,69 | 8,44 | 6,51 | 2,70 | 93 | 2,21 | Bengal Central. |
| 12,79 | 28,59 | 4,97 | 4,25 | *-10,88* | 3,62 | 57 | 27 | 1,70 | 3,38 | 46,03 | 44,53 | 3,03 | 6,75 | 46,77 | 1,75,93 | 1,75,19 | 2,05,36 | 1,39,51 | 78,04 | Bengal-Nágpur. |
| ... | ... | ... | ... | 1,37 | 26 | ... | 68 | 93 | 1,07 | 7,28 | 96 | ... | 6,36 | 5,09 | 54 | 50 | 68 | 1,84 | 23,74 | Calcutta Port Commissioners'. |
| 22 | 79 | 1,33 | 7,09 | 2,61 | 4,01 | 4,38 | 9,74 | 8,30 | 9,70 | 14,51 | 49,51 | 36,11 | 35,29 | 20,23 | 44,90 | 33,16 | 55,69 | 39,26 | 32,34 | Oudh and Rohilkhand State. |
| 31,57 | 38,56 | 28,28 | 21,52 | 36,43 | 10,98 | *—1,49* | 3,04 | 23,62 | 29,74 | 93,80 | 97,10 | 1,10,80 | 1,64,58 | 2,82,87 | 1,36,82 | 62,47 | 81,43 | 98,27 | 99,87 | North Western State. |
| 20,52 | 16,00 | 13,31 | 9,99 | 6,09 | 4,38 | 8,04 | 6,75 | 9,77 | 11,10 | 17,69 | 23,51 | 61,99 | 79,03 | 21,79 | 82,10 | 96,54 | 97,72 | 53,41 | 45,11 | Great Indian Peninsula. |
| 2,28 | 1,82 | 7,16 | 14,86 | 23,03 | 28,53 | 13,96 | 36,31 | 5,68 | 20,08 | *—9* | 6,78 | 15,46 | 24,03 | 49,43 | 37,35 | 47,23 | 1,12,94 | 29,91 | 72,52 | Bombay, Baroda and Central India. |
| 2,36 | 3,43 | 3,97 | 1,79 | 82 | 3,15 | 1,24 | 2,62 | 2,78 | 2,71 | 12 | 6,59 | 97 | 4,06 | 1,04 | 18,96 | 56,35 | 97,93 | 68,57 | 21,00 | Nizam's Guaranteed State. |
| 6,26 | 3,53 | 2,11 | 3,51 | 3,37 | 3,19 | 3,15 | 2,35 | 3,45 | 3,27 | 7,58 | 49,82 | *-13,45* | 1,98 | 18,13 | 18,77 | 12,10 | 15,66 | 60,99 | 84,17 | Madras. |
| 10,65 | 4,93 | 3,98 | 41 | 1,06 | 93 | 88 | 20 | 14 | 2 | 12,69 | 6,80 | 3,35 | 42 | 1,07 | 2,17 | 4,08 | 23,04 | 31,44 | 16,03 | Bengal Dooars. |
| 60 | 41 | 27 | 21 | *—25* | 2,41 | 7 | ... | 5 | 3,60 | 2,42 | 2,78 | 87 | 1,27 | 53 | 2,55 | 27 | 16 | 2,57 | 3,60 | Dibru-Sadiya. |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 30,16 | 72,94 | 1,43,79 | 1,72,49 | 1,28,01 | 1,23,28 | 1,10,74 | 1,19,15 | 94,46 | 70,82 | Assam-Bengal. |
| 6 | *—1* | ... | 1 | ... | ... | 1 | *—1* | ... | ... | 6 | *—1* | ... | 1 | ... | ... | 1 | *—1* | ... | ... | Deoghur. |
| 14,72 | *—77* | 3,29 | 1,53 | 49 | 2,86 | 5,05 | 6,63 | 12,21 | 7,19 | 20,47 | *—3,28* | 4,45 | 30,65 | 36,13 | 1,24,90 | 1,00,42 | 86,79 | 72,89 | 46,13 | Bengal and North-Western. |
| 1,55 | 90 | 61 | 53 | 2,55 | 1,72 | 79 | 21 | 66 | 47 | 3,30 | 2,48 | 1,98 | 66 | 2,59 | 3,73 | 2,21 | 23 | 4,46 | 2,97 | Rohilkund and Kumaon. |
| 4,87 | 3,56 | 3,18 | 5,04 | 3,14 | 3,20 | 4,11 | 3,86 | 3,54 | 8,20 | 39,93 | 56,38 | 69,09 | 20,41 | 19,18 | 3,66 | 9,73 | 10,72 | 17,25 | 19,60 | Rajputana-Malwa. |
| 3,79 | 5,12 | 1,33 | 42 | 39 | 44 | 6,34 | *—79* | *—19* | 1,65 | 27,79 | 4,61 | 46 | 32 | 74 | 10,68 | 40,94 | 30,06 | 12,79 | 9,48 | Jodhpur-Bikaner. |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 23 | ... | ... | 3,05 | 10,26 | 18 | 2,51 | 1,18 | 2,16 | *—55* | 82 | Udaipur-Chitor. |
| 1,27 | *—23* | 1,37 | 2,34 | *—37* | 90 | 2,03 | 1,00 | 44 | 96 | 9,93 | 5,40 | 3,27 | 2,86 | 14,98 | 9,54 | 10,20 | 1,16 | 33 | 1,76 | Bhávnagar-Gondal-Junágad-Porbandar. |
| 40 | 30 | 52 | 1,68 | 1,18 | 2,24 | 2,76 | 3,05 | 1,78 | 1,46 | *—1,32* | *—4,41* | 2,23 | 1,05 | 4,64 | 4,74 | 7,21 | 3,50 | 3,22 | 2,34 | Southern Mahratta. |
| 1,86 | 3,80 | 2,63 | 92 | 1,01 | 77 | 1,52 | 3,59 | 3,03 | 3 81 | 9,88 | 20,38 | *—63* | 5,47 | *—70* | *—1,01* | 95 | 6,07 | 4,50 | 87,45 | South Indian. |
| 20,06 | 5,95 | 11,44 | 7,66 | 17,27 | 6,24 | 5,09 | 11,31 | 25,14 | 22,05 | 59,64 | 25,65 | 35,27 | 8,02 | 34,09 | 49,48 | 54,42 | 86,31 | 1,13,51 | 81,32 | Burma. |
| 50 | 4 | 53 | 1,37 | 10 | 49 | 7 | 5 | *—16* | 1 | 54 | 45 | 77 | 2,27 | *—66* | 51 | 19 | 9 | 2,22 | 22 | Morvi. |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2,49 | 1,77 | 27 | ... | ... | *—39* | Barsi Light. |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 | ... | ... | 1,42 | 7 | 3 | 17 | 1 | 18 | ... | 2 | Tárakeshwar-Magra. |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 7,28 | 24 | ... | Ránaghat-Krishnagar |
| ... | ... | ... | ... | 11 | 3 | 1 | 5 | 13 | ... | ... | ... | 4,28 | 1,16 | 55 | 6 | 14 | 34 | 26 | ... | Tezpur-Bálipárá. |
| 34 | 18 | 39 | 20 | 42 | 38 | 49 | 25 | 10 | 21 | 42 | 64 | 44 | 21 | 1,65 | 40 | 62 | 80 | 22 | 22 | Darjeeling-Himalayan. |
| ... | ... | ... | ... | .. | ... | ... | 4 | ... | 2 | ... | ... | ... | ... | ... | 9,97 | 1,28 | 16 | 47 | 8 | Howrah-Amta. |
| ... | ... | ... | ... | ... | .... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 5,28 | 81 | ... | ... | ... | Howrah-Sheakhala. |
| 9 | 29 | 13 | 3 | 10 | ... | ... | 4 | ... | 17 | 11 | 45 | 17 | 9 | 1,03 | 38 | 20 | 4 | *—1,00* | *—14* | Jorhát. |
| 1,38,01 | 1,40,01 | 1,06,40 | 1,05,99 | 1,26,53 | 1,27,77 | 98,12 | 1,41,49 | 1,67,56 | 2,09,55 | 4,86,74 | 5,50,44 | 5,29,25 | 6,56,59 | 7,82,45 | 10,05,94 | 10,49,34 | 13,39,23 | 10,66,30 | 10,16,41 | TOTAL. |

**Appendix II.**
Capital outlay.

**APPEN**

*Capital outlay on each railway to the close of the year*

(Referred to in paragraphs

| ADMINISTRATION BY WHICH WORKED. | | EAST INDIAN RAILWAY. | | | | | | EASTERN BENGAL | |
|---|---|---|---|---|---|---|---|---|---|
| NAME OF RAILWAY. | | EAST INDIAN. | | DELHI-UMBALLA-KALKA. | SOUTH BEHAR. | TARKESSUR. | KALKA-SIMLA. | EASTERN AND SOUTHERN SECTIONS. | |
| Classification Number. | | 1 (*a*) | | 1 (*b*) | 1 (*c*) | 1 (*d*) | 1 (*e*) | 2 (*a*) | |
| Gauge. | | 5′ 6″ | | 5′ 6″ | 5′ 6″ | 5′ 6″ | 2′ 6″ | 5′ 6″ | |
| Items. | Length of railway and main heads of expenditure. | Open line. | Under construction. | Open line. | Open line. | Open line. | Under construction. | Open line. | Under construction. |
| | LENGTH OF LINE. | | | | | | | | |
| (*a*) | Single track . . . Miles. | 1,354·04 | 99·32 | 162·24 | 78·76 | 22·23 | 60·00 | 155·83 | 7·66 |
| (*b*) | Double „ . . . . „ | 484·00 | ... | ... | ... | ... | ... | 112·21 | ... |
| (*c*) | TOTAL MILEAGE. | 1,838·04 | 99·32 | 162·24 | 78·76 | 22·23 | 60·00 | 268·04 | 7·66 |
| | Outlay— | | | | | | | | |
| 1 | Purchase of line . . Rs. | 37,20,00,000 | ... | ... | ... | ... | ... | 4,41,55,749 | ... |
| 2 | Overdrawn Capital . „ | 26,45,269 | ... | ... | ... | ... | ... | 4,24,483 | ... |
| 3 | Expenditure incurred since purchase . „ | 11,44,64,816 | ... | ... | ... | ... | ... | 3,77,40,209 | ... |
| 4 | TOTAL outlay on railway to end of 1901— | | | | | | | | |
| | Sum of 1 to 3 . . . Rs. | 48,91,10,085 | ... | ... | ... | ... | ... | 8,23,20,441 | 3,47,794 |
| | „ XIX and XX . . „ | | 53,24,840 | 1,52,92,648 | 1,23,66,533 | 17,92,293 | 34,86,993 | | |
| I | Preliminary expenses . „ | 15,41,444 | 1,77,827 | 8,07,400 | 7,46,510 | | 3,41,859 | | 301 |
| II | Land . . . . „ | 31,65,200 | 2,46,794 | | ... | | 85 | | 2,01,733 |
| III | Formation . . . . „ | 2,37,37,076 | 5,67,524 | | 7,80,306 | | 17,76,999 | | 25,036 |
| IV | Bridgework . . . . „ | 7,63,51,942 | 12,27,549 | 39,39,436 | 37,43,724 | | 1,70,047 | | 320 |
| V | Fencing . . . . „ | 38,78,804 | 46,380 | | 89,353 | Details not available. | 19 | Details not available. | 26 |
| VI | Electric telegraph . . „ | 29,82,766 | ... | | ... | | ... | | ... |
| VII | Ballast and permanent-way „ | 11,49,09,764 | 21,61,973 | 1,70,89,069 | 37,77,482 | | 1,15,518 | | 91,405 |
| VIII | Stations and buildings . „ | 4,46,34,308 | 1,72,752 | 13,75,250 | 7,30,058 | | 69,486 | | 11,112 |
| IX | Colliery works . . . „ | 21,26,043 | ... | ... | ... | | ... | | ... |
| X | Plant . . . . . „ | 61,29,847 | 3,44,781 | 2,38,836 | 5,90,424 | | 88,761 | | 1,254 |
| XI | Rolling-stock . . . „ | 10,63,09,330 | ... | ... | ... | | ... | | ... |
| XII | General charges . . „ | 5,58,38,956 | 3,79,260 | 9,13,480 | 7,85,756 | | 4,52,311 | | 16,607 |
| XIII | Exchange . . . . „ | ... | ... | 11,759 | ... | | ... | | ... |
| XIV | TOTAL OF I TO XIII . . „ | 44,16,05,480 | 53,24,840 | 1,43,75,230 | 1,12,43,613 | 17,92,293 | 30,15,085 | 6,86,17,974 | 3,47,794 |
| XV | Ferries, etc. . . „ | 13,20,338 | ... | ... | ... | ... | ... | 15,61,564 | ... |
| XVI | Suspense . . . . „ | 96,28,268 | ... | —2,09,869 | 53,853 | ... | 3,41,638 | 32,20,759 | ... |
| XVII | Sundries . . . . „ | 14,25,412* | ... | 11,27,287 | 10,69,067 | ... | 1,30,270 | ... | ... |
| XVIII | TOTAL items XV to XVII „ | 1,23,74,018 | ... | 9,17,418 | 11,22,920 | ... | 4,71,908 | 47,82,323 | ... |
| XIX | GRAND TOTAL expenditure in construction of railway (XIV + XVIII) . „ | 45,39,79,498 | 53,24,840 | 1,52,92,648 | 1,23,66,533 | 17,92,293 | 34,86,993 | 7,34,00,297 | 3,47,794 |
| XX | Amount paid in premia, &c. . . . . „ | 3,55,30,587 | ... | ... | ... | ... | ... | 89,20,144 | ... |

NOTE.—The total outlay borne against the capital account of each

* Includes Rs. 9,75,428 on account of surplus stores less sale proceeds from same, and Rs. 4,20,470 on account of commission on debenture loans

# DIX II.

# Appendix II.
Capital outlay.

*1901 distributed over main heads of expenditure.*

14 and 22 of Report.)

| STATE RAILWAY. | | | | | | BENGAL CENTRAL. | BENGAL-NÁGPUR RAILWAY. | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| NORTHERN & BEHAR SECTIONS. | | DACCA SECTION. | BRAHMA-PUTRA-SULTAN-PUR. | MYMEN-SINGH-JA-MALPUR-JAGANNATH-GANJ. | COOCH BEHAR. | | BENGAL-NÁGPUR. | | RAIPUR-DHAMTARI. | JUBBUL-PORE-GONDIA EXTENSION AND BRANCHES. | |
| 2 (*b*) | | 2 (*b*). | 2 (*c*). | 2 (*d*) | 2 (*e*) | 3 (*a*) | 4 (*a*). | | 4 (*b*) | 4 (*d*) | Items. |
| 3′ 3⅜″and 2′ 6″. | | 3′ 3⅜″. | 3′ 3⅜″. | 3′ 3⅜″. | 2′ 6″ | 5′ 6″ | 5′ 6″ | | 2′ 6″ | 2′ 6″ | |
| Open line. | Under construc-tion. | Open line. | Open line. | Open line. | Open line. | Open line. | Open line. | Under construc-tion. | Open line. | Under construc-tion. | |
| 500·43 | 38·83 | 85·92 | 59·19 | 53·37 | 33·78 | 125·01 | 1,536·23 | 177·77 | 56·24 | 252·67 | (*a*) |
| ... | ... | ... | ... | ... | ... | ... | 16·75 | ... | ... | ... | (*b*) |
| 500·43 | 38·83 | 85·92 | 59·19 | 53·37 | 33·78 | 125·01 | 1,552·98 | 177·77 | 56·24 | 252·67 | (*c*) |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 4 |
| 4,49,36,038 | 64,02,852 | 73,32,727 | 28,27,619 | 20,84,346 | 13,94,923 | 1,29,54,075 | 20,50,28,206 | 55,25,232 | 13,69,838 | 9,41,785 | |
| 2,00,022 | 1,00,953 | 1,27,561 | 14,779 | 4,324 | 11,508 | 1,48,152 | 19,71,512 | 68,539 | 10,998 | 67,562 | I |
| 13,57,144 | 48,187 | 5,33,281 | ... | ... | 14,435 | 73,186 | 59,25,199 | 20,66,938 | 5,274 | 24,841 | II |
| 35,63,342 | 3,54,826 | 6,99,623 | 4,32,588 | 1,54,926 | 1,57,975 | 7,67,202 | 2,52,19,304 | 6,09,366 | 1,00,119 | 3,58,511 | III |
| 78,98,644 | 38,65,938 | 5,89,991 | 3,84,153 | 1,67,369 | 3,80,505 | 14,54,233 | 4,79,24,583 | 4,54,248 | 1,09,867 | 99,800 | IV |
| 11,81,421 | 14,349 | 1,10,532 | 15,984 | 40,177 | 2,570 | 4,14,089 | 9,44,379 | 10,736 | 3,226 | 2,091 | V |
| 7,210 | ... | ... | ... | ... | 1,825 | ... | ... | ... | ... | ... | VI |
| 1,09,44,510 | 11,57,150 | 18,38,000 | 13,53,281 | 12,78,694 | 4,47,819 | 45,58,911 | 6,01,43,112 | 9,47,172 | 6,49,661 | 97,700 | VII |
| 52,87,323 | 84,754 | 13,36,000 | 1,72,379 | 2,62,489 | 78,164 | 11,93,029 | 1,28,93,173 | 68,523 | 63,346 | 121 | VIII |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | IX |
| 13,01,610 | 3,18,483 | 2,35,692 | 22,761 | 24,748 | 18,659 | 3,81,688 | 37,03,257 | 1,21,747 | 12,012 | 19,040 | X |
| 79,13,876 | 1,28,886 | 11,92,198 | ... | ... | 1,78,912 | 28,14,787 | 2,55,00,324 | ... | 3,23,868 | 8,627 | XI |
| 30,72,496 | 3,29,326 | 3,63,455 | 1,53,432 | 81,871 | 81,996 | 8,40,609 | 1,23,41,615 | 2,22,909 | 91,467 | 2,54,091 | XII |
| 9,31,358 | ... | 3,05,500 | ... | ... | ... | ... | 6,53,185 | ... | ... | ... | XIII |
| 4,36,58,956 | 64,02,852 | 73,32,727 | 25,49,557 | 20,14,598 | 13,74,368 | 1,26,45,886 | 19,72,19,643 | 45,70,178 | 13,69,838 | 9,32,384 | XIV |
| 12,77,082 | ... | ... | 28,341 | 68,020 | 3,618 | ... | 26,220 | 9,43,459 | ... | ... | XV |
| ... | ... | ... | 66,429 | 674 | 16,937 | 3,08,189 | 77,82,343 | 11,595 | ... | 9,401 | XVI |
| ... | ... | ... | 1,83,292 | 1,054 | ... | ... | ... | ... | ... | ... | XVII |
| 12,77,082 | ... | ... | 2,78,062 | 69,748 | 20,555 | 3,08,189 | 78,08,563 | 9,55,054 | ... | 9,401 | XVIII |
| 4,49,36,038 | 64,02,852 | 73,32,727 | 28,27,619 | 20,84,346 | 13,94,923 | 1,29,54,075 | 20,50,28,206 | 55,25,232 | 13,69,838 | 9,41,785 | XIX |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | XX |

railway, *i.e.*, for lines open and lines under construction, is shown in Appendix 7.

Appendix II.
Capital outlay.

# APPEN

## *Capital outlay on each railway to the close of the year*

(Referred to in paragraphs

| ADMINISTRATION BY WHICH WORKED. | | CALCUTTA PORT COMMISSIONERS'. | OUDH AND ROHILKHAND STATE RAILWAY. | | | | NORTH WESTERN |
|---|---|---|---|---|---|---|---|
| NAME OF RAILWAY. | | | OUDH AND ROHILKHAND. | HARDWAR-DEHRA. | CAWNPORE-BURHWAL (3′ 3⅜″ GAUGE) LINK. | ALLAHABAD-FYZABAD. | NORTH WESTERN. |
| Classification Number. | | 5 (*a*) | 6 (*a*) | 6 (*b*) | 6 (*c*) | 6 (*d*) | 7 (*a*) |
| Gauge. | | 5′ 6″ | 5′ 6″ | 5′ 6″ | 3′ 3⅜″ | 5′ 6″ | 5′ 6″ |
| Items. | Length of railway and main heads of expenditure. | Open line. | Open line. | Open line. | Open line. | Under construction. | Open line: Military section. |
| | LENGTH OF LINE. | | | | | | |
| (*a*) | Single track . . . Miles. | 6·16 | 1,037·53 | 32·04 | 79·60 | 94·67 | 969·88 |
| (*b*) | Double ,, . . . . ,, | 1·49 | ... | ... | ... | ... | 60·36 |
| (*c*) | TOTAL MILEAGE . ,, | 7·65 | 1,037·53 | 32·04 | 79·60 | 94·67 | 1,030·24 |
| | Outlay— | | | | | | |
| 1 | Purchase of line . . Rs. | ... | 10,33,60,490 | ... | ... | ... | ... |
| 2 | Overdrawn Capital . ,, | ... | ... | ... | ... | ... | ... |
| 3 | Expenditure incurred since purchase. . ,, | ... | 3,38,45,899 | ... | ... | ... | ... |
| 4 | TOTAL outlay on railway to end of 1901— | | | | | | |
| | Sum of 1 to 3 . . ,, | 97,54,678 | 13,72,06,389 | 28,12,301 | 25,11,048 | 50,816 | 15,91,57,510 |
| | ,, XIX and XX . ,, | | | | | | |
| I | Preliminary expenses . ,, | 30,553 | 12,89,281 | 97,588 | 31,729 | 50,816 | 12,53,533 |
| II | Land . . . . . ,, | 43,06,768 | 9,15,807 | .... | 94,804 | ... | 10,25,986 |
| III | Formation . . . . . ,, | 6,34,653 | 44,47,291 | 6,19,427 | 1,37,459 | ... | 3,92,42,389 |
| IV | Bridgework . . . . ,, | 4,28,033 | 3,23,83,057 | 5,67,226 | 2,65,770 | ... | 3,59,51,370 |
| V | Fencing . . . . . ,, | 54,561 | 29,65,441 | 50,803 | 2,56,379 | ... | 6,79,177 |
| VI | Electric telegraph . . ,, | ... | 46,129 | ... | ... | ... | 86,306 |
| VII | Ballast and permanent-way ,, | 13,65,842 | 3,81,11,693 | 8,84,697 | 12,16,118 | ... | 4,50,11,097 |
| VIII | Stations and buildings . ,, | 6,88,699 | 1,35,40,948 | 2,09,164 | 4,01,043 | ... | 1,05,27,850 |
| IX | Colliery works . . . ,, | ... | ... | ... | ... | ... | ... |
| X | Plant . . . . . ,, | ... | 26,18,724 | 24,652 | 4,760 | ... | 22,32,571 |
| XI | Rolling-stock . . . . ,, | 21,51,036 | 1,76,34,340 | ... | ... | ... | 1,13,38,898 |
| XII | General charges . . ,, | 94,533 | 98,47,794 | 2,57,896 | 1,02,986 | ... | 74,64,685 |
| XIII | Exchange . . . . . ,, | ... | ... | ... | ... | ... | 40,79,560 |
| XIV | TOTAL OF I TO XIII . ,, | 97,54,678 | 12,38,00,505 | 27,11,363 | 25,11,048 | 50,816 | 15,88,93,422 |
| XV | Ferries, &c. . . . . ,, | ... | ... | ... | ... | ... | 2,64,088 |
| XVI | Suspense . . . . . ,, | ... | 27,01,691 | ... | ... | ... | ... |
| XVII | Sundries . . . . . ,, | ... | —1,97,195 | 1,00,938 | ... | ... | ... |
| XVIII | TOTAL items XV to XVII ,, | ... | 25,04,496 | 1,00,938 | ... | ... | 2,64,088 |
| XIX | GRAND TOTAL expenditure in construction of railway (XIV + XVIII) . ,, | 97,54,678 | 12,63,05,001 | 28,12,301 | 25,11,048 | 50,816 | 15,91,57,510 |
| XX | Amount paid in premia, &c. ,, | ... | 1,09,01,388 | ... | ... | ... | ... |

| NORTH WESTERN | | | |
|---|---|---|---|
| | Open line | | Under construction. |
| Commercial section. | Total. | Jech Doab: |
| 1,936·83 | 2,906·63 | 51·40 |
| 110·13 | 170·49 | ... |
| 2,046·96 | 3,077·12 | 51·40 |
| ... | 14,00,91,244 | ... |
| ... | 28,70,470 | ... |
| ... | 38,77,77,796 | ... |
| 37,15,82,000 | 53,07,39,510 | 12,224 |
| 29,88,310 | 42,41,843 | 12,174 |
| 23,97,957 | 34,23,944 | ... |
| 2,78,58,652 | 6,71,01,041 | ... |
| 7,04,69,844 | 10,64,21,214 | ... |
| 72,76,481 | 79,55,657 | ... |
| 7,98,396 | 8,84,702 | ... |
| 9,42,18,466 | 13,92,29,563 | ... |
| 3,61,12,452 | 4,66,40,302 | ... |
| ... | ... | ... |
| 78,28,894 | 1,00,61,466 | ... |
| 5,44,30,749 | 6,57,69,647 | ... |
| 2,45,19,103 | 3,19,83,787 | 50 |
| 46,38,856 | 87,18,416 | ... |
| 33,35,38,160 | 49,24,31,582 | 12,224 |
| 4,34,975 | 6,99,063 | ... |
| 1,23,62,075 | 1,23,62,075 | ... |
| 59,95,088 | 59,95,088 | ... |
| 1,87,92,138 | 1,90,56,226 | ... |
| 35,23,30,298 | 51,14,87,808 | 12,224 |
| 1,92,51,702 | 1,92,51,702 | ... |

NOTE.—The total outlay borne against the capital account of each

**DIX II—*continued.***



*1901 distributed over main heads of expenditure.*

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| STATE RAILWAY. | | | | | | GREAT INDIAN PENINSULA (SEE NEXT PAGE FOR REST OF SYSTEM). | | |
|---|---|---|---|---|---|---|---|---|
| SOUTHERN PUNJAB. | RAJPURA-BHATINDA. | JAMMU AND KASHMIR (NATIVE STATE SECTION). | LUDHIANA-DHURI-JAKHAL. | NOWSHERA-DURGAI. | KHUSHALGARH-KOHAT-THAL. | GREAT INDIAN PENINSULA. | KHAMGAON | Items. |
| 7 (*b*) | 7 (*c*) | 7 (*d*) | 7 (*e*) | 7 (*f*) | 7 (*h*) | 8 (*a*) | 8 (*b*) | |
| 5′ 6″ | 5′ 6″ | 5′ 6″ | 5′ 6″ | 2′ 6″ | 2′ 6″ | 5′ 6″ | 5′ 6″ | |
| Open line. | Open line. | Open line. | Open line. | Open line. | Under construction. | Open line. | Open line. | |
| 423·93 | 107·05 | 15·92 | 78·66 | 40·25 | 92·20 | 1,086·34 | 7·89 | (*a*) |
| ... | ... | ... | ... | ... | ... | 461 93 | ... | (*b*) |
| 423·93 | 107·05 | 15·92 | 78·66 | 40·25 | 92·20 | 1,548·27 | 7·89 | (*c*) |
| ... | ... | ... | ... | ... | ... | 40,78,15,679 | ... | 1 |
| ... | ... | ... | ... | ... | ... | 25,81,999 | ... | 2 |
| ... | ... | ... | ... | ... | ... | 1,84,93,067 | ... | 3 |
| ... | ... | ... | ... | ... | ... | ... | ... | 4 |
| 2,25,88,128 | 67,10,823 | 9,60,636 | 43,10,407 | 17,97,885 | 1,87,007 | 42,88,90,745 | 5,22,149 | |
| 12,94,166 | 59,422 | 23,934 | 36,390 | 30,807 | 15,831 | 10,47,168 | 369 | I |
| ... | 46,494 | ... | ... | 18,037 | 380 | 1,55,049 | 1,115 | II |
| 11,06,984 | 2,75,955 | 34,955 | 2,28,393 | 65,647 | 79,333 | 11,60,09,097 | 44,036 | III |
| 8,22,841 | 5,37,820 | 1,35,428 | 2,43,730 | 2,13,755 | 35,783 | | 57,634 | IV |
| 1,96,493 | 2,04,472 | 2,176 | 1,01,280 | 10,271 | ... | | 7,366 | V |
| ... | ... | 170 | ... | ... | ... | 18,28,528 | ... | VI |
| 1,40,92,180 | 41,57,854 | 5,66,608 | 29,54,644 | 6,38,557 | ... | 7,54,67,019 | 3,10,958 | VII |
| 24,28,933 | 10,77,784 | 1,31,585 | 4,38,471 | 1,01,380 | 1,251 | 3,87,21,077 | 53,602 | VIII |
| ... | ... | ... | ... | ... | ... | ... | ... | IX |
| 60,098 | 82,433 | 5,336 | 59,947 | 1,33,010 | 12,148 | 4,58,40,200 | 3,434 | X |
| ... | ... | ... | ... | 4,82,439 | ... | | 11,669 | XI |
| 15,66,845 | 2,68,589 | 60,444 | 2,35,416 | 85,960 | 41,815 | 2,10,21,092 | 31,966 | XII |
| ... | ... | ... | ... | ... | ... | 8,14,432 | ... | XIII |
| 2,15,68,540 | 67,10,823 | 9,60,636 | 42,98,271 | 17,79,863 | 1,86,541 | 30,09,03,662 | 5,22,149 | XIV |
| ... | ... | ... | ... | 15,968 | ... | ... | ... | XV |
| 24,153 | ... | ... | 12,136 | 2,055 | 466 | 55,45,472 | ... | XVI |
| 9,95,435 | ... | ... | ... | ... | ... | ... | ... | XVII |
| 10,19,588 | ... | ... | 12,136 | 18,023 | 466 | 55,45,472 | ... | XVIII |
| 2,25,88,128 | 67,10,823 | 9,60,636 | 43,10,407 | 17,97,886 | 1,87,007 | 30,64,49,134 | 5,22,149 | XIX |
| ... | ... | ... | ... | ... | ... | 12,24,41,611 | ... | XX |

railway, *i.e.*, for lines open and lines under construction, is shown in Appendix 7.

*P. T. O.*

# Appendix II.
Capital outlay.



*Capital outlay on each railway to the close of the year*

(Referred to in paragraphs

| ADMINISTRATION BY WHICH WORKED. | | GREAT INDIAN PENINSULA RAILWAY—*concld.* | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | NAME OF RAILWAY. | AMRAOTI. | INDIAN MIDLAND. | BINA-GOONA-BARAN. | BHOPAL-UJJAIN. | BHOPAL-ITARSI. | GWALIOR LIGHT. | |
| | Classification Number. | 8 (*c*) | 8 (*d*) | 8 (*e*) | 8 (*f*) | 8 (*g*) | 8 (*h*) | |
| | Gauge. | 5′ 6″ | 5′ 6″ | 5′ 6″ | 5′ 6″ | 5′ 6″ | 2′ 0″ | |
| Items. | Length of railway and main heads of expenditure. | Open line. | Open line. | Open line. | Open line. | Open line. | Open line. | Under construction. |
| | LENGTH OF LINE. | | | | | | | |
| (*a*) | Single track . . . . Miles. | 5·72 | 796 25 | 145·59 | 113·27 | 57·39 | 126·14 | 56·82 |
| (*b*) | Double ,, . . . . ,, | ... | ... | ... | ... | ... | ... | ... |
| (*c*) | TOTAL MILEAGE . | 5·72 | 796·25 | 145·59 | 113·27 | 57·39 | 126·14 | 56·82 |
| | *Outlay*— | | | | | | | |
| 1 | Purchase of line . . . Rs. | ... | ... | ... | ... | ... | ... | ... |
| 2 | Overdrawn Capital . . ,, | ... | ... | ... | ... | ... | ... | ... |
| 3 | Expenditure incurred since purchase . . . . ,, | ... | ... | ... | ... | ... | ... | ... |
| 4 | TOTAL outlay on railway to end of 1901— | | | | | | | |
| | Sum of 1 to 3 . . . . Rs. | ... | ... | ... | ... | ... | ... | ... |
| | ,, XIX and XX . . . ,, | 4,51,915 | 10,58,27,081 | 1,00,43,286 | 77,61,569 | 75,46,891 | 31,00,762 | 6,515 |
| I | Preliminary expenses . . . ,, | 11,799 | 9,95,314 | 92,220 | 94,758 | ... | 13,857 | ... |
| II | Land . . . . . ,, | 2,450 | 9,42,530 | 2,267 | 2,771 | 15,543 | 62 | ... |
| III | Formation . . . . . ,, | 20,377 | 1,00,91,977 | 13,91,605 | 8,07,815 | 15,90,833 | 5,67,231 | 332 |
| IV | Bridgework . . . . . ,, | 62,106 | 2,35,99,650 | 21,12,615 | 17,33,768 | 18,68,412 | 1,43,847 | ... |
| V | Fencing . . . . . ,, | 11,699 | 26,12,891 | 2,75,300 | 82,366 | 2,13,520 | 5,684 | ... |
| VI | Electric telegraph . . . ,, | ... | 17,376 | 2,155 | 28,534 | 582 | ... | ... |
| VII | Ballast and permanent-way . ,, | 2,43,889 | 3,38,49,532 | 47,02,233 | 38,27,201 | 25,29,607 | 14,36,690 | 10 |
| VIII | Stations and buildings . . ,, | 54,425 | 90,47,106 | 5,60,763 | 4,67,236 | 8,67,286 | 1,73,852 | ... |
| IX | Colliery works . . . . ,, | ... | ... | ... | ... | ... | ... | ... |
| X | Plant . . . . . ,, | 3,016 | 13,65,097 | 57,319 | 21,280 | 43,346 | 27,470 | 8 |
| XI | Rolling-stock . . . . ,, | 8,641 | 1,66,00,007 | 22,259 | ... | 55,651 | 2,72,530 | ... |
| XII | General charges . . . . ,, | 29,709 | 43,39,747 | 8,24,559 | 6,95,840 | 3,62,111 | 1,30,135 | 5,398 |
| XIII | Exchange . . . . . ,, | ... | 2,52,050 | ... | ... | ... | ... | ... |
| XIV | TOTAL OF I TO XII . . . ,, | 4,48,111 | 10,37,13,277 | 1,00,43,286 | 77,61,569 | 75,46,891 | 27,71,358 | 5,748 |
| XV | Ferries, &c. . . . . ,, | ... | ... | ... | ... | ... | ... | ... |
| XVI | Suspense . . . . . ,, | 3,804 | 22,13,894 | ... | ... | ... | 3,29,404 | 767 |
| XVII | Sundries . . . . . ,, | ... | ... | ... | ... | ... | ... | ... |
| XVIII | TOTAL items XV to XVII . . ,, | 3,804 | 21,13,804 | ... | ... | ... | 3,29,404 | 767 |
| XIX | GRAND TOTAL expenditure in construction of railway (XIV + XVIII) . . . . . ,, | 4,51,915 | 10,58,27,081 | 1,00,43,286 | 77,61,569 | 75,46,891 | 31,00,762 | 6,515 |
| XX | Amount paid in premia, &c. . ,, | ... | ... | ... | ... | ... | ... | ... |

NOTE.—The total outlay borne against the capital account of each

## DIX II—*continued.*



*1901 distributed over main heads of expenditure.*

14 and 22 of Report).

| AGRA-DELHI CHORD. | BOMBAY, BARODA AND CENTRAL INDIA RAILWAY (SEE NEXT PAGE FOR REST OF SYSTEM). | | | | | | | | | Items. |
|---|---|---|---|---|---|---|---|---|---|---|
| | BOMBAY, BARODA AND CENTRAL INDIA. | TÁPTI VALLEY. | NAGDA-UJJAIN. | PETLAD-CAMBAY (ANAND-TARAPUR SECTION). | PETLAD-CAMBAY. (TARAPUR-CAMBAY SECTION). | GODHRA-RUTLAM-NAGDA. | RAJPUTANA-MALWA. | GAEKWAR'S MEHSANA. | | |
| | 9 (*a*) | 9 (*b*) | 9 (*c*) | 9 (*d*) | 9 (*e*) | 9 (*f*) | 9 (*g*) | 9 (*h*) | | |
| 5′6″ | 5′ 6″ | 5′ 6″ | 5′ 6″ | 5′ 6″ | 5′ 6″ | 5′ 6″ | 3′ 3⅜″ | 3′ 3⅜″ | | |
| Under construction. † | Open line. | Open line. | Open line. | Open line. | Open line. | Open line. | Open line. | Open line. | Under construction. | |
| 121·16 | 258·34 | 155·48 | 34·32 | 21·50 | 10·92 | 141·14 | 1,647·22 | 92·63 | 41·70 | (*a*) |
| ... | 202·56 | ... | ... | ... | ... | ... | 1·14 | ... | ... | (*b*) |
| 121·16 | 460·90 | 155·48 | 34·32 | 21·50 | 10·92 | 141·14 | 1,648·36 | 92·63 | 41·70 | (*c*) |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 4 |
| 1,01,472 | 12,03,69,427 | 1,29,18,730 | 22,31,982 | 11,86,381 | 7,49,676 | 1,77,80,596 | 13,65,78,028 | 33,38,629 | 10,282 | |
| 45,373 | Details not available. | 4,17,932 | 10,938 | 11,684 | 4,771 | 1,80,184 | 22,71,381 | 10,066 | 3,473 | I |
| 46,810 | | ... | ... | ... | ... | 35,570 | 14,28,542 | ... | ... | II |
| 4,470 | | 26,34,918 | 1,77,272 | 44,040 | 25,016 | 60,92,071 | 74,54,008 | 3,04,732 | 152 | III |
| ... | | 25,42,842 | 4,61,446 | 87,012 | 44,795 | 41,32,900 | 2,17,08,534 | 5,89,759 | ... | IV |
| ... | | 65,887 | 14,581 | 29,033 | 14,941 | 2,76,979 | 31,72,804 | 62,952 | ... | V |
| ... | | 3,264 | 603 | ... | ... | 4,065 | ... | ... | ... | VI |
| ... | | 45,35,107 | 13,07,870 | 7,59,720 | 4,79,724 | 46,98,039 | 3,82,74,285 | 16,80,960 | ... | VII |
| ... | | 8,27,319 | 88,720 | 1,87,250 | 1,53,162 | 14,98,900 | 1,92,38,330 | 4,70,779 | ... | VIII |
| ... | | ... | ... | ... | ... | ... | ... | ... | ... | IX |
| ... | | 57,848 | 1,729 | 3,721 | 8,247 | 73,501 | 31,35,496 | 33,139 | 54 | X |
| ... | | ... | ... | ... | ... | ... | 2,18,48,081 | 21,034 | ... | XI |
| 4,819 | | 10,81,263 | 1,68,823 | 52,907 | 18,912 | 7,88,387 | 83,84,244 | 1,65,198 | 6,603 | XII |
| ... | | ... | ... | ... | ... | ... | 49,08,971 | ... | ... | XIII |
| 1,01,472 | 11,53,60,058 * | 1,20,96,380 | 22,31,982 | 11,75,367 | 7,49,568 | 1,77,80,596 | 13,18,24,676 | 33,38,629 | 10,282 | XIV |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | XV |
| ... | 57,29,682 | 51,040 | ... | 11,014 | 108 | ... | 47,53,352 | ... | ... | XVI |
| ... | 7,20,313 * | 7,71,310 | ... | ... | ... | ... | ... | ... | ... | XVII |
| ... | 50,09,369 | 8,22,350 | ... | 11,014 | 108 | ... | 47,53,352 | ... | ... | XVIII |
| 1,01,472 | 12,03,69,427 * | 1,29,18,730 | 22,31,982 | 11,86,381 | 7,49,676 | 1,77,80,596 | 13,65,78,028 | 33,38,629 | 10,282 | XIX |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | XX |

railway, *i.e.*, for lines open and lines under construction, is shown in Appendix 7.

* Includes State outlay of Rs. 8,08,405 on the Patri branch.

† Commencement of work as a railway project not yet authorized.

*P. T. O.*

**Appendix II.**
Capital outlay.

**APPEN**

*Capital outlay on each railway to the close of the year*

(Referred to in paragraphs

| ADMINISTRATION BY WHICH WORKED. | | BOMBAY, BARODA AND CENTRAL INDIA RAILWAY—*concld.* | | | | | |
|---|---|---|---|---|---|---|---|
| NAME OF RAILWAY. | | AHMEDABAD-PARANTIJ. | PALÁNPUR-DEESA. | GAEKWAR'S DABHOI. | RAJPIPLA. | JAIPUR (SIWAI-MADHOPUR.) | VIJAPUR-KALOL-KADI. |
| Classification Number. | | 9 (*i*) | 9 (*j*) | 9 (*k*) | 9 (*l*) | 9 (*m*) | 9 (*n*) |
| Gauge. | | 3′ 3⅜″ | 3′ 3⅜″ | 2′ 6″ | 2′ 6″ | 3′ 3⅜″ | 3′ 3⅜″ |
| Items. | Length of railway and main heads of expenditure. | Open line. | Open line. | Open line. | Open line. | Under construction. | Under construction. |
| | LENGTH OF LINE. | | | | | | |
| (*a*) | Single track . . . . . Miles. | 54·70 | 17·28 | 78·80 | 37·37 | 72·85 | 41·80 |
| (*b*) | Double „ . . . . . „ | ... | ... | ... | ... | ... | ... |
| (*c*) | TOTAL MILEAGE . | 54·70 | 17·28 | 78·80 | 37·37 | 72·85 | 41·80 |
| | Outlay— | | | | | | |
| 1 | Purchase of line . . . . . Rs. | ... | ... | ... | ... | ... | ... |
| 2 | Overdrawn Capital . . . . . „ | ... | ... | ... | ... | ... | ... |
| 3 | Expenditure incurred since purchase . . „ | ... | ... | ... | ... | ... | ... |
| 4 | TOTAL outlay on railway to end of 1901— | | | | | | |
| | Sum of 1 to 3 . . . . . Rs. | ... | ... | ... | ... | ... | ... |
| | „ XIX and XX . . . . . „ | 19,49,355 | 4,18,264 | 21,14,302 | 13,06,822 | 8,40,591* | 6,60,706 |
| I | Preliminary expenses . . . . . „ | 64,565 | 1,973 | 36,926 | 14,935 | 3,213 | 6,864 |
| II | Land . . . . . „ | 14,206 | | | ... | ... | ... |
| III | Formation . . . . . „ | 1,30,634 | 64,414 | 4,07,345 | 1,28,528 | 1,78,049 | 8,750 |
| IV | Bridgework . . . . . „ | 2,76,400 | 59,429 | | 3,93,067 | 3,92,703 | 73,072 |
| V | Fencing . . . . . „ | 20,482 | 10,037 | | 14,919 | 6,065 | 54,721 |
| VI | Electric telegraph . . . . . „ | 1,567 | ... | 63 | 584 | ... | ... |
| VII | Ballast and permanent-way . . . . . „ | 10,02,827 | 2,09,667 | 9,49,394 | 4,50,434 | 1,18,031 | 4,08,302 |
| VIII | Stations and buildings . . . . . „ | 1,84,408 | 51,175 | 3,68,235 | 95,015 | 1,70,772 | 61,755 |
| IX | Colliery works . . . . . „ | ... | ... | ... | ... | ... | ... |
| X | Plant . . . . . „ | 12,079 | 6,672 | 8,490 | 7,544 | 6,735 | 3,822 |
| XI | Rolling-stock . . . . . „ | ... | ... | 2,83,109 | 1,34,897 | ... | ... |
| XII | General charges . . . . . „ | 1,58,698 | 14,897 | 1,40,203 | 64,956 | 56,413 | 43,420 |
| XIII | Exchange . . . . . „ | ... | ... | ... | ... | ... | ... |
| XIV | TOTAL OF I TO XIII . . . . . „ | 18,65,866 | 4,18,264 | 20,93,765 | 13,04,879 | 8,41,981 | 6,60,706 |
| XV | Ferries, &c. . . . . „ | ... | ... | ... | ... | ... | ... |
| XVI | Suspense . . . . . „ | 9,730 | ... | 19,072 | 1,943 | 9,101 | ... |
| XVII | Sundries . . . . . „ | 73,759 | ... | 1,465 | ... | ... | ... |
| XVIII | TOTAL items XV to XVII . . . . . „ | 83,489 | ... | 20,537 | 1,943 | 9,101 | ... |
| XIX | GRAND TOTAL expenditure in construction of railway (XIV + XVIII) . . . . . „ | 19,49,355 | 4,18,264 | 21,14,302 | 13,06,822 | 8,40,591* | 6,60,706 |
| XX | Amount paid in premia, etc. . . . . „ | ... | ... | ... | ... | ... | ... |

NOTE.—The total outlay borne against the capital account of each

* Excluding Rs. 10,491 on account of receipts on capital account.

**DIX II—*continued.***



***1901, distributed over main heads of expenditure.***

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| NIZAM'S GUARANTEED STATE RAILWAY. | | | MADRAS RAILWAY. | | | | | | Items. |
|---|---|---|---|---|---|---|---|---|---|
| NIZAM'S GUARANTEED STATE. | BEZWADA EXTENSION. | HYDERABAD-GODAVARI VALLEY. | MADRAS. | | MADRAS (NORTH-EAST LINE). | KOLAR GOLD-FIELDS. | NILGIRI. | SHORANUR-COCHIN. | |
| 10 (*a*) | 10 (*b*) | 10 (*c*) | 11 (*a*) | | 11 (*b*) | 11 (*c*) | 11 (*d*) | 11 (*e*) | |
| 5′ 6″ | 5′ 6″ | 3′ 3⅜″ | 5′ 6″ | | 5′ 6″ | 5′ 6″ | 3 3⅜″ | 3′ 3⅜″ | |
| Open line. | Open line. | Open line. | Open line. | Under construction. | Open line. | Open line. | Open line. | Under construction. | |
| 330·13 | 20·58 | 391·42 | 829·75 | 31·09 | 497·22 | 9·88 | 16·90 | 64·83 | (*a*) |
| ... | ... | ... | 43·42 | ... | ... | ... | ... | ... | (*b*) |
| 330·13 | 20·58 | 391·42 | 873·17 | 31·09 | 497·22 | 9·88 | 16·90 | 64·83 | (*c*) |
| 2,30,30,382 | ... | ... | ... | ... | ... | ... | 18,04,448 | ... | 1 |
| 1,36,924 | ... | ... | ... | ... | ... | ... | ... | ... | 2 |
| 1,94,69,161 | ... | ... | ... | ... | ... | ... | ... | ... | 3 |
| 4,25,67,467 | ... | ... | ... | ... | ... | ... | 18,04,448 | ... | 4 |
| | 11,51,678 | 2,44,37,419 | 12,54,06,515 | 59,44,864 | 6,07,27,375 | 11,20,330 | 30,69,806 | 50,82,279 | |
| 1,85,226 | 15,319 | 4,26,091 | 1,09,665 | 68,481 | 3,43,886 | 8,400 | 3,10,602 | 50,218 | I |
| ... | 47,109 | ... | ... | ... | 14,79,238 | 19,102 | ... | ... | II |
| 15,57,791 | 1,69,533 | 32,74,634 | | 7,58,946 | 53,21,526 | | 6,95,524 | 6,41,776 | III |
| 13,37,652 | 1,62,225 | 30,62,217 | 3,96,52,139 | 9,07,218 | 1,77,92,628 | 3,40,573 | 3,78,210 | 12,08,277 | IV |
| 1,97,156 | 17,734 | 1,85,972 | | 1,39,743 | 4,85,904 | | 2,114 | 25,547 | V |
| ... | ... | ... | 11,62,432 | 354 | 3,684 | 62,995 | ... | ... | VI |
| 67,39,002 | 5,21,215 | 68,28,113 | 3,97,70,218 | 16,47,589 | 1,86,04,666 | 5,06,520 | 4,11,886 | 12,91,034 | VII |
| 20,91,308 | 75,480 | 21,23,629 | 1,06,57,808 | 2,43,034 | 41,94,992 | 1,50,438 | 83,119 | 1,45,045 | VIII |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | IX |
| 4,22,030 | 7,876 | 3,53,389 | 13,07,258 | 2,61,882 | 12,48,651 | 8,029 | 11,639 | 1,37,733 | X |
| 47,82,430 | 20,384 | 24,04,142 | 1,66,07,340 | 6,21,954 | 66,57,517 | ... | 5,15,922 | 66,564 | XI |
| 11,04,421 | 1,17,275 | 17,24,057 | 1,25,09,732 | 4,15,994 | 38,53,074 | ... | 3,09,127 | 2,78,177 | XII |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | XIII |
| 1,84,17,016 | 11,51,678 | 2,03,82,244 | 12,17,76,592 | 50,65,195 | 5,99,85,766 | 10,96,057 | 27,18,143 | 38,44,371 | XIV |
| ... | ... | ... | ... | 20,188 | 4,86,078 | ... | ... | 73,576 | XV |
| 9,83,145 | ... | 6,88,097 | 36,29,923 | 8,59,481 | 2,55,531 | 24,273 | ... | 11,64,333 | XVI |
| ... | ... | 33,67,078 | ... | ... | ... | ... | 3,51,663 | ... | XVII |
| 9,83,145 | ... | 40,55,175 | 36,29,923 | 8,79,669 | 7,41,609 | 24,273 | 3,51,663 | 12,37,909 | XVIII |
| 1,94,00,161 | 11,51,678 | 2,44,37,419 | 12,54,06,515 | 59,44,864 | 6,07,27,375 | 11,20,330 | 30,69,806 | 50,82,280 | XIX |
| 2,31,67,306 | ... | ... | ... | ... | ... | ... | 18,04,448 | ... | XX |

railway, *i.e.* for lines open and lines under construction, is shown in Appendix 7.

*P. T. O.*

## Appendix II.
Capital outlay.



*Capital outlay on each railway to the close of the year*

(Referred to in paragraphs

| ADMINISTRATION BY WHICH WORKED. | | Bengal Dooars. | | Dibru-Sadiya Railway. | | Assam-Bengal. | | Noakhali (Bengal). | Deoghur. |
|---|---|---|---|---|---|---|---|---|---|
| Name of railway. | | | | Dibru-Sadiya. | Ledo and Tikak-Margherita Colliery. | | | | |
| Classification Number. | | 12 (*a*) and (*b*) | | 13 (*a*) | 13 (*b*) | 14 (*a*) | | 14 (*b*) | 15 (*a*) |
| Gauge. | | 3′ 3⅜″ | | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | | 3′ 3⅜″ | 3′ 3⅜″ |
| Items. | Length of railway and main heads of expenditure. | Open line. | Under construction. | Open line. | Open line. | Open line. | Under construction. | Under construction. | Open line |
| | Length of Line. | | | | | | | | |
| (*a*) | Single track . . . Miles. | 110·70 | 42·26 | 77·50 | 11·00 | 589·21 | 151·81 | 34·95 | 4·79 |
| (*b*) | Double „ . . . . „ | ... | ... | ... | ... | ... | 3·43 | ... | ... |
| (*c*) | Total Mileage. | 110·70 | 42·26 | 77·50 | 11·00 | 589·21 | 155·24 | 34·95 | 4·79 |
| | Outlay— | | | | | | | | |
| 1 | Purchase of line . . Rs. | ... | ... | ... | ... | ... | ... | ... | ... |
| 2 | Overdrawn Capital . „ | ... | ... | ... | ... | ... | ... | ... | ... |
| 3 | Expenditure incurred since purchase . . „ | ... | ... | ... | ... | ... | ... | 34,303 | ... |
| 4 | Total outlay on railway to end of 1901— | | | | | | | | |
| | Sum of 1 to 3 . . . Rs. | ... | ... | ... | ... | ... | ... | ... | ... |
| | „ XIX and XX . . . „ | 51,85,053 | 36,86,387 | 82,00,747 | 16,30,162 | 7,17,27,378 | 3,24,22,089 | 34,303 | 2,85,265 |
| I | Preliminary expenses . . „ | 3,67,612 | 1,57,023 | 1,73,469 | Details not available. | 14,61,394 | 9,88,195 | ... | Details not available. |
| II | Land . . . . . „ | ... | ... | 39,264 | | 34,52,834 | 1,59,562 | 34,303 | |
| III | Formation . . . . „ | 5,25,926 | 3,60,388 | 12,07,260 | | 1,77,54,424 | 2,05,05,253 | ... | |
| IV | Bridgework . . . . „ | 4,44,558 | 7,81,808 | | | 1,02,14,587 | 37,08,970 | ... | |
| V | Fencing . . . . . „ | 15,297 | 1,766 | | | 12,29,826 | 2,930 | ... | |
| VI | Electric telegraph . . . „ | ... | ... | | | ... | ... | ... | |
| VII | Ballast and permanent-way . „ | 16,54,608 | 3,77,163 | 18,66,476 | | 1,37,01,666 | 22,03,087 | ... | |
| VIII | Stations and buildings . . „ | 4,12,681 | 1,23,117 | 2,44,732 | | 59,43,706 | 1,02,224 | ... | |
| IX | Colliery works . . . . „ | ... | ... | ... | | ... | ... | ... | |
| X | Plant . . . . . „ | 75,583 | 1,05,328 | 5,36,395 | | 13,70,133 | 3,61,162 | ... | |
| XI | Rolling-stock . . . . „ | 8,21,790 | 3,44,249 | 19,18,649 | | 41,04,826 | 10,80,218 | ... | |
| XII | General charges . . . „ | 4,62,368 | 3,07,973 | 17,74,874 | | 97,01,811 | 25,56,151 | ... | |
| XIII | Exchange . . . . . „ | ... | ... | ... | | ... | ... | ... | |
| XIV | Total of I to XIII . . „ | 47,75,423 | 25,66,815 | 77,61,119 | 16,30,162 | 6,89,35,207 | 3,16,67,752 | 34,303 | 2,75,000 |
| XV | Ferries, etc. . . . . „ | 1,67,463 | ... | 22,513 | ... | 2,38,936 | ... | ... | ... |
| XVI | Suspense . . . . . „ | ... | 9,40,115 | 1,50,240 | ... | 25,53,235 | 7,54,337 | ... | 10,265 |
| XVII | Sundries . . . . . „ | 2,42,167 | 1,79,457 | 2,66,875 | ... | ... | ... | ... | ... |
| XVIII | Total items XV to XVII . „ | 4,09,630 | 11,19,572 | 4,39,628 | ... | 27,92,171 | 7,54,337 | ... | 10,265 |
| XIX | Grand Total expenditure in construction of railway (XIV + XVII) . . . . „ | 51,85,053 | 36,86,387 | 82,00,747 | 16,30,162 | 7,17,27,378 | 3,24,22,089 | 34,303 | 2,85,265 |
| XX | Amount paid in premia, &c. . . . . „ | ... | ... | ... | ... | ... | ... | ... | ... |

Note.—The total outlay borne against the capital account of each

**DIX II—*continued.***



***1901 distributed over main heads of expenditure.***

14 and 22 of Report).

| BENGAL AND NORTH-WESTERN RAILWAY. | | | | | ROHILKUND AND KUMAON RAILWAY. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| BENGAL AND NORTH-WESTERN. | | TIRHOOT. | | SAGAULI-RAXAUL. | ROHILKUND AND KUMAON. | | LUCKNOW-BAREILLY. | | POWAYAN LIGHT. | |
| 16 (*a*) | | 16 (*b*) | | 16 (*c*) | 17 (*a*) | | 17 (*b*) | | 17 (*c*) | Items. |
| 3′ 3⅜″ | | 3′ 3⅜″ | | 3′ 3⅜″ | 3′ 3⅜″ | | 3′ 3⅜″ | | 2′ 6″ | |
| Open line. | Under construction. | Open line. | Under construction. | Open line. | Open line. | Under construction. | Open line. | Under construction. | Open line. | |
| 743·00 | 67·00 | 519·10 | 30·47 | 18·09 | 53·92 | ... | 231·17 | 5·96 | 39·50 | (*a*) |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | (*b*) |
| 743·00 | 67·00 | 519·10 | 30·47 | 18·09 | 53·92 | ... | 231·17 | 5·96 | 39·50 | (*c*) |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 4 |
| 5,23,85,637 | 27,06,193 | 4,30,41,288 | 31,50,005 | 10,67,014 | 22,02,084 | 7,339 | 1,01,80,275 | 2,968 | 8,41,038 | |
| 5,25,52 | 1,37,212 | 2,17,428 | ... | 59,158 | 90,660 | 7,339 | 1,62,700 | ... | ... | I |
| ... | ... | 26,14,175 | 4,262 | ... | 2,277 | ... | 2,54,729 | ... | 5 | II |
| 36,17,574 | 36,479 | 35,74,417 | ... | 88,576 | 1,28,276 | ... | 5,68,117 | ... | 10,409 | III |
| 99,85,812 | 14,74,839 | 55,10,085 | 25,95,619 | 2,61,626 | 1,53,387 | ... | 7,82,135 | ... | 16,211 | IV |
| 7,37,529 | ... | 11,03,059 | ... | 7,552 | 42,240 | ... | 2,00,763 | ... | 166 | V |
| 27,491 | ... | 21,620 | ... | ... | ... | ... | ... | ... | ... | VI |
| 1,46,66,066 | 11,334 | 1,16,27,917 | 4,657 | 3,54,179 | 8,98,385 | ... | 37,50,731 | 2,849 | 64,134 | VII |
| 52,26,766 | 12,527 | 42,17,928 | 9,526 | 79,418 | 1,73,781 | ... | 9,99,732 | ... | 5,742 | VIII |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | IX |
| 15,13,278 | 3,82,726 | 9,88,070 | 1,40,389 | 23,275 | 49,817 | ... | 2,42,718 | ... | 4,520 | X |
| 81,08,622 | ... | 80,67,521 | ... | ... | 4,76,786 | ... | 21,75,954 | ... | 1,17,493 | XI |
| 32,19,861 | 1,77,826 | 24,27,215 | 2,53,565 | 99,495 | 1,82,251 | ... | 4,83,085 | 119 | 2,782 | XII |
| ... | ... | 7,04,770 | ... | ... | ... | ... | 42,150 | ... | ... | XIII |
| 4,76,28,521 | 22,32,943 | 4,10,74,205 | 30,08,018 | 9,73,279 | 21,97,860 | 7,339 | 96,62,814 | 2,968 | 2,21,462 | XIV |
| 21,23,419 | ... | 8,33,951 | ... | ... | ... | ... | 68,933 | ... | ... | XV |
| 8,84,289 | 2,63,234 | 11,33,132 | 1,41,987 | 66,162 | 4,224 | ... | 4,07,499 | ... | 583 | XVI |
| 17,49,408 | 2,10,016 | ... | ... | 27,573 | ... | ... | 41,029 | ... | 6,18,993 | XVII |
| 47,57,116 | 4,73,250 | 19,67,083 | 1,41,987 | 93,735 | 4,224 | ... | 5,17,461 | ... | 6,19,576 | XVIII |
| 5,23,85,637 | 27,06,193 | 4,30,41,288 | 31,50,005 | 10,67,014 | 22,02,084 | 7,339 | 1,01,80,275 | 2,968 | 8,41,038 | XIX |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | XX |

railway, *i.e.*, for lines open and lines under construction, is shown in Appendix 7.

*P. T. O.*

## Appendix II.
Capital outlay.

## APPEN

*Capital outlay on each railway to the close of the year*

(Referred to in paragraphs

| ADMINISTRATION BY WHICH WORKED. | | JODHPUR-BIKANER RAILWAY. | | | | UDAIPUR-CHITOR. | BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY. | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| NAME OF RAILWAY. | | JODHPUR SECTION. | BIKANER SECTION. | | JODHPUR-HYDERABAD (BRITISH SECTION). | | BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR. | JAMNAGAR. | JETALSAR-RAJKOT. | DHRANGADRA. |
| Classification Number. | | 18 (*a*) | 18 (*b*) | | 18 (*c*) | 19 (*a*) | 20 (*a*) | 20 (*b*) | 20 (*c*) | 20 (*d*) |
| Gauge. | | 3′ 3⅜″ | 3′ 3⅜″ | | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ |
| Items. | Length of railway and main heads of expenditure. | Open line. | Open line. | Under construction. | Open line. | Open line. | Open line. | Open line. | Open line. | Open line. |
| | LENGTH OF LINE. | | | | | | | | | |
| (*a*) | Single track . . . Miles | 454·94 | 157·35 | 88·00 | 123·98 | 67·30 | 333·84 | 54·28 | 46·23 | 20·83 |
| (*b*) | Double ,, . . . . ,, | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| (*c*) | TOTAL MILEAGE . ,, | 454·94 | 157·35 | 88·00 | 123·98 | 67·30 | 333·84 | 54·28 | 46·23 | 20·83 |
| | Outlay— | | | | | | | | | |
| 1 | Purchase of line . ,, | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 2 | Overdrawn Capital . ,, | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 3 | Expenditure incurred since purchase . ,, | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 4 | TOTAL outlay on railway to end of 1901— | | | | | | | | | |
| | Sum of 1 to 3 . . ,, | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | ,, XIX and XX . ,, | 1,17,24,896 | 28,03,081 | 20,90,454 | 38,81,861 | 20,61,858 | 1,80,96,671 | 23,09,969 | 15,74,033 | 5,86,100 |
| I | Preliminary expenses . ,, | 82,042 | 18,383 | 6,605 | 59,058 | 7,729 | 1,19,442 | 18,973 | 14,238 | 5,813 |
| II | Land . . . . ,, | 1,621 | 2,325 | ... | 36,657 | ... | 63,889 | ... | 15,369 | 685 |
| III | Formation . . . ,, | 6,38,622 | 3,51,993 | 36,440 | 4,36,343 | 2,89,001 | 17,24,686 | 2,40,675 | 2,44,962 | 62,745 |
| IV | Bridgework . . . ,, | 2,96,025 | 11,529 | 7,374 | 4,58,709 | 2,24,192 | 43,58,254 | 5,06,725 | 2,29,786 | 49,190 |
| V | Fencing . . . ,, | 4,393 | 2,997 | ... | 35,152 | 18,046 | 1,02,606 | 18,096 | 67,090 | 5,225 |
| VI | Electric telegraph . . ,, | 89,698 | 20,606 | ... | ... | ... | 11,774 | ... | ... | ... |
| VII | Ballast and permanent way . . . . ,, | 69,22,487 | 21,03,954 | 4,09,764 | 21,34,657 | 9,30,070 | 50,51,183 | 8,00,921 | 6,82,159 | 3,36,603 |
| VIII | Stations and buildings . ,, | 5,88,614 | 1,34,884 | 10,566 | 2,91,871 | 1,78,849 | 26,58,708 | 2,01,569 | 3,21,533 | 89,494 |
| IX | Colliery works . . ,, | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| X | Plant . . . . ,, | 1,65,252 | 17,967 | 1,658 | 32,209 | 30,135 | 3,31,361 | 17,525 | 15,922 | 8,186 |
| XI | Rolling-stock . . ,, | 26,92,177 | 99,368 | 4,84,118 | 7,377 | 2,72,419 | 24,06,297 | 3,99,314 | ... | 3,772 |
| XII | General charges . . ,, | 1,67,469 | 39,075 | 20,477 | 3,03,106 | 1,11,417 | 8,93,481 | 95,232 | 82,974 | 24,387 |
| XIII | Exchange . . . ,, | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| XIV | TOTAL OF I TO XIII . ,, | 1,16,48,400 | 28,03,081 | 9,77,002 | 37,95,139 | 20,61,858 | 1,77,21,081 | 22,99,030 | 15,74,033 | 5,86,100 |
| XV | Ferries, &c. . . . ,, | ... | ... | ... | 26,907 | ... | ... | ... | ... | ... |
| XVI | Suspense . . . ,, | 76,496 | ... | 11,13,452 | 59,815 | ... | 3,75,590 | 10,939 | ... | ... |
| XVII | Sundries . . . ,, | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| XVIII | TOTAL items XV to XVII ,, | 76,496 | ... | 11,13,452 | 86,722 | ... | 3,75,590 | 10,939 | ... | ... |
| XIX | GRAND TOTAL expenditure in construction of railway (XIV + XVIII) ,, | 1,17,24,896 | 28,03,081 | 20,90,454 | 38,81,861 | 20,61,858 | 1,80,96,671 | 23,09,969 | 15,74,033 | 5,86,100 |
| XX | Amount paid in premia, &c. . . . . | ... | ... | ... | ... | ... | ... | ... | ... | ... |

NOTE.—The total outlay borne against the capital account of each

* Represents expenditure to 30th June 1901, as the statement of capital outlay during

## DIX II—*continued.*



*1901 distributed over main heads of expenditure.*

14 and 22 of Report.)

| SOUTHERN MAHRATTA RAILWAY. | | | | | | | WEST OF INDIA PORTUGUESE. | Items. |
|---|---|---|---|---|---|---|---|---|
| SOUTHERN MAHRATTA. | MYSORE SECTION. | GUNTAKAL-MYSORE FRONTIER. | HINDUPUR (YESVANTPUR-MYSORE FRONTIER). | BIRUR-SHIMOGA. | KOLHAPUR. | MYSORE-NANJANGUD. | | |
| 21 (*a*). | 21 (*b*). | 21 (*c*). | 21 (*d*) | 21 (*e*). | 21 (*f*). | 21 (*g*). | 22 (*a*), | |
| 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | |
| Open line. | Open line. | Open line. | Open line. | Open line. | Open line. | Open line. | Open line. | |
| 1,042·04 | 296·36 | 119·50 | 151·35 | 37·92 | 29·27 | 15·66 | 51·11 | (*a*) |
| ... | ... | ... | ... | ... | ... | ... | ... | (*b*) |
| 1,042·04 | 296·36 | 119·50 | 51·35 | 37·92 | 29·27 | 15·66 | 51·11 | (*c*) |
| ... | ... | ... | ... | ... | ... | ... | ... | 1 |
| ... | ... | ... | ... | ... | ... | ... | ... | 2 |
| ... | ... | ... | ... | ... | ... | ... | ... | 3 |
| ... | ... | ... | ... | ... | ... | ... | ... | 4 |
| 9,84,64,118 | 1,60,14,879 | 59,02,583 | 24,94,729 | 24,01,338 | 23,24,807* | 6,56,462 | 1,63,42,023 | |
| 10,90,895 | 2,95,374 | 59,327 | 64,092 | 17,627 | 13,858 | 15,210 | 90,501 | I |
| 11,67,787 | 1,59,216 | 28,457 | 25,337 | 20,837 | 30,119 | 10,884 | ... | II |
| 1,91,85,490 | 24,44,208 | 7,83,933 | 5,48,788 | 5,30,662 | 2,68,591 | 1,41,447 | 61,41,566 | III |
| 1,87,19,754 | 21,27,219 | 20,32,586 | 5,47,041 | 4,50,458 | 11,22,548 | 98,923 | 24,48,329 | IV |
| 15,54,425 | 1,41,155 | 56,997 | 65,247 | 53,730 | 41,668 | 28,173 | 14,024 | V |
| ... | ... | 1,346 | 4,781 | 5,185 | ... | ... | 74,945 | VI |
| 2,17,36,813 | 51,00,237 | 18,23,247 | 8,61,630 | 7,89,547 | 4,91,136 | 2,52,931 | 14,76,949 | VII |
| 1,21,97,078 | 16,10,926 | 4,73,132 | 1,33,809 | 2,25,941 | 2,29,259 | 62,512 | 9,34,229 | VIII |
| ... | ... | ... | ... | ... | ... | ... | ... | IX |
| 30,37,015 | 3,63,311 | 29,866 | 35,845 | 43,369 | 7,059 | 6,102 | 2,89,007 | X |
| 1,15,30,771 | 24,98,845 | ... | ... | ... | ... | ... | 7,47,167 | XI |
| 65,09,954 | 9,21,978 | 6,13,692 | 1,38,597 | 1,56,722 | 1,20,569 | 40,280 | 13,60,408 | XII |
| 4,91,090 | ... | ... | ... | ... | ... | ... | ... | XIII |
| 9,72,21,072 | 1,56,62,469 | 59,02,583 | 24,25,168 | 22,94,078 | 23,24,807 | 6,56,462 | 1,35,77,125 | XIV |
| ... | ... | ... | ... | ... | ... | ... | 25,27,572† | XV |
| 12,43,046 | 3,52,410 | ... | 69,561 | 1,07,260 | ... | ... | 2,37,326 | XVI |
| ... | ... | ... | ... | ... | ... | ... | ... | XVII |
| 12,43,046 | 3,52,410 | ... | 69,561 | 1,07,260 | ... | ... | 27,64,898 | XVIII |
| 9,84,64,118 | 1,60,14,879 | 59,02,583 | 24,94,729 | 24,01,338 | 23,24,807 | 6,56,462 | 1,63,42,023 | XIX |
| ... | ... | ... | ... | ... | ... | ... | ... | XX |

railway, *i.e.*, for lines open and lines under construction, is shown in Appendix 7.
the 2nd half of 1901 was not received from the Kolhapur Darbar at the time of closing the accounts.

† Represents outlay on Harbour works.

*P. T. O.*

## Appendix II.
Capital outlay.

## APPEN

*Capital outlay on each railway to the close of the year 1901*

(Referred to in paragraphs

| ADMINISTRATION BY WHICH WORKED. | | SOUTH INDIAN RAILWAY. | | | | | | | | BURMA. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| NAME OF RAILWAY. | | SOUTH INDIAN. | | TANJORE DISTRICT BOARD (MÁYAVARAM-MUTUPET). | | KÁRAIKKAL-PERALAM. | PONDICHERRY. | TINNEVELLY-QUILON (TRAVANCORE) BRANCH (NATIVE STATE SECTION). | | | |
| Classification Number. | | 23 (*a*). | | 23 (*b*). | | 23 (*c*). | 23 (*d*). | 23 (*e*). | | 24 (*a*). | |
| Gauge. | | 3′ 3⅜″. | | 3′ 3⅜″. | | 3′ 3⅜″. | 3′ 3⅜″. | 3′ 3⅜″. | | 3′ 3⅜″. | |
| Items. | Length of railway and main heads of expenditure. | Open line. | Under Construction. | Open line. | Under construc. tion. | Open line. | Open line. | Under construc-tion. | | Open line. | Under construc-tion. |
| | LENGTH OF LINE. | | | | | | | | | | |
| (*a*) | Single track . . . Miles | 1,033·63 | 150·66 | 54·08 | 44·86 | 14·65 | 7·85 | 57·94 | | 1,165·70 | 164·78 |
| (*b*) | Double „ . . . . „ | ... | ... | ... | ... | ... | ... | ... | | 12·00 | ... |
| (*c*) | TOTAL MILEAGE . „ | 1,033·63 | 150·66 | 54·08 | 44·86 | 14·65 | 7·85 | 57·94 | | 1,177·70 | 164·78 |
| | Outlay— | | | | | | | | | | |
| 1 | Purchase of line . . Rs. | 5,69,25,570 | ... | ... | ... | ... | ... | ... | | 7,69,12,324 | ... |
| 2 | Overdrawn Capital . „ | ... | ... | ... | ... | ... | ... | ... | | 93,76,918 | ... |
| 3 | Expenditure incurred since purchase . . . „ | 2,58,31,870 | 63,54,637 | ... | ... | ... | ... | ... | | 2,23,84,955 | 1,12,48,211 |
| 4 | TOTAL outlay on railway to end of 1901— | | | | | | | | | | |
| | Sum of 1 to 3 . . „ | 8,27,57,440 | ... | ... | ... | ... | ... | ... | | ... | ... |
| | „ XIX and XX . „ | | 63,54,637 | 25,51,236 | 6,66,275 | 7,23,786 | 5,68,543 | 30,59,022 | | 10,86,74,197 | 1,12,48,211 |
| I | Preliminary expenses . „ | 10,11,868 | 1,68,144 | 16,171 | 18,120 | 4,250 | | 1,18,178 | | 21,65,663 | 3,63,627 |
| II | Land . . . . . „ | 5,57,672 | 7,30,872 | 1,75,521 | 1,07,634 | ... | | 691 | | 15,59,531 | 2,88,160 |
| III | Formation . . . . „ | 52,01,190 | 4,19,966 | 2,43,082 | 38,130 | 55,290 | | 19,29,016 | | 1,69,07,278 | 26,41,507 |
| IV | Bridgework . . . „ | 1,44,26,178 | 7,56,167 | 8,45,608 | 64,294 | 72,497 | | 4,69,116 | | 1,72,27,880 | 16,16,633 |
| V | Fencing . . . . „ | 16,22,698 | 58,496 | 29,914 | 2,813 | 29,223 | | 12,551 | | 28,99,366 | 22,013 |
| VI | Electric telegraph . . „ | 1,05,147 | ... | 2,634 | 6 | 186 | | ... | | 9,238 | ... |
| VII | Ballast and permanent-way „ | 1,87,06,903 | 12,79,524 | 7,26,725 | 98,888 | 3,30,686 | | 3,611 | | 2,72,48,502 | 26,99,906 |
| VIII | Stations and buildings . „ | 80,80,000 | 95,643 | 2,24,634 | 12,736 | 1,08,538 | | 10,483 | | 98,08,001 | 2,48,565 |
| IX | Colliery works . . . „ | ... | ... | ... | ... | ... | | ... | | ... | ... |
| X | Plant . . . . . „ | 17,49,626 | 23,892 | 14,623 | 1,706 | 8,863 | | 35,313 | | 18,07,918 | 1,88,301 |
| XI | Rolling-stock . . . „ | 1,26,44,006 | ... | ... | ... | ... | | ... | | 1,46,90,332 | 6,12,333 |
| XII | General charges . . „ | 79,97,301 | 6,49,658 | 2,72,324 | 73,397 | 1,14,837 | | 4,32,501 | | 93,78,679 | 10,37,166 |
| XIII | Exchange . . . . „ | 2,42,360 | ... | ... | ... | ... | | ... | | 12,50,610 | ... |
| XIV | TOTAL OF I TO XIII . „ | 7,23,44,954 | 41,82,362 | 25,51,236 | 4,17,724 | 7,24,370 | 5,68,543 | 30,11,460 | | 10,49,52,998 | 97,18,211 |
| XV | Ferries . . . . . „ | ... | ... | ... | ... | ... | ... | ... | | 7,06,446 | 1,30,000 |
| XVI | Suspense . . . . . „ | 25,65,518 | 21,82,644 | ... | 2,49,644 | ... | ... | 50,906 | | 30,14,753 | 14,00,000 |
| XVII | Sundries . . . . . „ | 11,18,280 | —10,369 | ... | —1,093 | —584 | ... | —3,344 | | ... | ... |
| XVIII | TOTAL items XV to XVII „ | 36,83,798 | 21,72,275 | ... | 2,48,551 | —584 | ... | 47,562 | | 37,21,199 | 15,30,000 |
| XIX | GRAND TOTAL expenditure in construction of railway (XIV + XVIII) . . . . „ | 7,60,28,752 | 63,54,637 | 25,51,236 | 6,66,275 | 7,23,786 | 5,68,543 | 30,59,022 | | 10,86,74,197 | 1,12,48,211 |
| XX | Amount paid in premia, &c. „ | 67,28,688 | ... | ... | ... | ... | ... | ... | | ... | ... |

Details not available.

NOTE.—The total outlay borne against the capital account of each

**DIX II—*concluded.***

**Appendix II.**
Capital outlay.

***distributed over main heads of expenditure.***

14 and 22 of Report.)

| Morvi. | | Bársi Light. | Tárakeswar-Magra. | Ránaghat-Krishnagar. | Tezpur-Bálipara. | Darjeeling-Himalayan. | Howrah-Amta. | Howrah-Sheakhala. | Jorhat. | Items. |
|---|---|---|---|---|---|---|---|---|---|---|
| 25 (*a*). | | 26 (*a*). | 27 (*a*). | 28 (*a*). | 29 (*a*). | 30 (*a*). | 31 (*a*). | 32 (*a*). | 33 (*a*). | |
| 2′ 6″. | | 2′ 6″. | 2′ 6″. | 2′ 6″. | 2′ 6″. | 2′ 0″. | 2′ 0″. | 2′ 0″. | 2′ 0″. | |
| Open line. | Under construction. | Open line. | Open line. | Open line. | Open line. | Open line. | Open line. | Open line. | Open line. | |
| 94·36 | ... | 21·59 | 31·12 | 20·25 | 20·10 | 51·00 | 28·69 | 19·75 | 30·25 | (*a*) |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | (*b*) |
| 94·36 | ... | 21·59 | 31·12 | 20·25 | 20·10 | 51·00 | 28·69 | 19·75 | 30·25 | (*c*) |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 4 |
| 25,16,051 | 2,43,401 | 12,99,589 | 9,72,175 | 7,51,157 | 4,87,240 | 34,78,411 | 11,96,697 | 6,09,446 | 9,01,038 | |
| 18,134 | 5,932 | 1,51,296 | 297 | ... | 1,969 | 72,000 | ... | ... | 388 | I |
| 1,671 | 1 | 22,151 | 90,979 | 123 | 10,656 | 33,623 | 59,423 | 10,467 | 6,131 | II |
| 6,99,377 | 1,82,629 | 26,623 | 69,904 | ... | 51,376 | 8,92,399 | ... | ... | 81,470 | III |
| ... | 18,249 | 71,204 | 1,45,822 | ... | | ... | ... | ... | 65,245 | IV |
| ... | 120 | 13,065 | 5,856 | ... | | ... | ... | ... | 2,999 | V |
| ... | ... | ... | 56 | ... | | ... | ... | ... | ... | VI |
| 11,24,314 | 5,880 | 3,04,740 | 4,02,772 | 5,20,637 | 1,65,884 | 7,11,260 | 5,95,966 | 3,59,270 | 3,33,702 | VII |
| 63,316 | ... | 1,41,170 | 33,382 | 47,238 | 25,513 | 5,45,502 | 76,277 | 32,489 | 89,452 | VIII |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | IX |
| 14,605 | 4,018 | 13,857 | 18,426 | 38,274 | 30,709 | 75,270 | 74,897 | 42,395 | 59,994 | X |
| 4,19,704 | ... | 4,54,053 | 1,87,355 | 1,44,885 | 1,60,417 | 5,52,000 | 3,90,134 | 1,64,825 | 1,84,158 | XI |
| 1,02,847 | 26,572 | 1,01,430 | ... | ... | 40,516 | 4,29,203 | ... | ... | 41,248 | XII |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | XIII |
| 24,43,968 | 2,43,401 | 12,99,589 | 9,54,849 | 7,51,157 | 4,87,240 | 33,11,257 | 11,96,697 | 6,09,446 | 8,64,787 | XIV |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | XV |
| 72,083 | ... | ... | 17,326 | ... | ... | 1,67,154 | ... | ... | 39,924 | XVI |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | —3,673 | XVII |
| 72,083 | ... | ... | 17,326 | ... | ... | 1,67,154 | ... | ... | 36,251 | XVIII |
| 25,16,051 | 2,43,401 | 12,99,589 | 9,72,175 | 7,51,157 | 4,87,240 | 34,78,411 | 11,96,697 | 6,09,446 | 9,01,038 | XIX |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | XX |

railway, *i.e.*, for lines open and lines under construction, is shown in Appendix 7.

# APPENDICES
of
# STATISTICS.

## Appendix 12.
General results.

## APPEN

*General results*
*Indian Railways*
(Referred to in paragraphs

GENERAL RESULTS

| Calendar year. | Total mileage open on 31st December. | Total Capital outlay in thousands of rupees. | Gross Earnings in thousands of rupees. | Total Working Expenses. | |
|---|---|---|---|---|---|
| | | | | Amount in thousands of rupees. | Proportion per cent. to gross earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 |
| 1897 . . | 21,123 | 2,82,12,04 | 25,60,11 | 12,47,73 | 48·74 |
| 1898 . . | 22,048 | 2,92,81,13 | 27,45,59 | 13,01,99 | 47·42 |
| 1899 . . | 23,528 | 3,09,21,92 | 29,41,25 | 13,96,22 | 47·47 |
| 1900 . . | 24,760 | 3,30,27,14 | 31,59,65 | 15,12,91 | 47·88 |
| 1901 . . | 25,373 | 3,40,15,98 | 33,65,79 | 15,75,64 | 46·81 |

GROSS EARNINGS IN THOUSANDS

| Calendar year. | Coaching Traffic. | | | | | | | Goods | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 1st Class. | 2nd Class. | Intermediate Class. | 3rd Class. | Season and vendors' tickets. | Other Coaching Traffic. | Total Coaching Traffic (sum of 17 to 22). | Total Goods Traffic (sum of 25 to 29). | General Merchandise. | Coal and coke for the public and foreign railways. |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 1897 . . | 29,27 | 43,91 | 49,56 | 6,32,80 | 6,59 | 1,23,96 | 8,86,09 | 15,88,89 | 13,14,54 | 1,47,51 |
| 1898 . . | 31,24 | 45,28 | 49,49 | 6,25,51 | 7,15 | 1,10,29 | 8,68,96 | 17,88,62 | 14,88,25 | 1,74,71 |
| 1899 . . | 31,52 | 46,97 | 52,08 | 6,70,81 | 8,01 | 1,13,19 | 9,22,58 | 19,23,65 | 16,09,45 | 1,80,49 |
| 1900 . . | 31,83 | 47,07 | 56,03 | 7,51,67 | 8,47 | 1,31,37 | 10,26,44 | 20,40,90 | 16,92,15 | 2,11,83 |
| 1901 . . | 32,78 | 52,43 | 64,39 | 8,48,25 | 9,32 | 1,34,71 | 11,41,88 | 21,27,35 | 17,16,49 | 2,35,09 |

*Number of passengers and quantity of goods carried, the average distance*

PASSENGERS CARRIED IN THOUSANDS, THE AVERAGE DISTANCE CARRIED AND

| Calendar year. | Total mileage open on 31st December. | 1st Class. | | | 2nd Class. | | | Intermediate Class. | | | 3rd Class. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | No. | Average distance carried. ‡ | Average rate charged in pies. ‡ | No. | Average distance carried. ‡ | Average rate charged in pies. ‡ | No. | Average distance carried. ‡ | Average rate charged in pies. ‡ | No. | Average distance carried. ‡ | Average rate charged in pies. ‡ |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 1897 . . | 21,123 | 485 | 75·59 | 12·28 | 2,242 | 50·25 | 4·87 | 4,865 | 61·64 | 3·10 | 132,215 | 38·48 | 2·27 |
| 1898 . . | 22,048 | 611 | 74·67 | 12·40 | 2,253 | 48·22 | 4·93 | 5,073 | 58·53 | 3·13 | 131,512 | 37·58 | 2·29 |
| 1899 . . | 23,528 | 526 | 71·78 | 12·59 | 2,352 | 43·90 | 5·32 | 5,233 | 60·56 | 3·07 | 140,321 | 37·58 | 2·30 |
| 1900 . . | 24,760 | 521 | 74·65 | 12·5 | 2,285 | 44·04 | 5·49 | 5,703 | 58·93 | 3·11 | 153,954 | 39·16 | 2·31 |
| 1901 . . | 25,373 | 532 | 92·82 | 12·75 | 2,405 | 76·27 | 5·49 | 6,670 | 59·94 | 3·09 | 170,416 | 41·27 | 2·31 |

* Excludes railways wholly
† This column represents the percentage of net earnings on capital outlay, but does
‡ Including season and vendors' tickets from 1897 to 1900.
** Included in the several classes up to 1900.
†† Includes miscellaneous train-mileage.
§ "Other expenses" include Steam-boat, Contribution to Provident Fund

## DIX 12.



*of working*
*treated as one System.*
23, 27, 31, 39, 40, 47 and 50 of Report.)

OF WORKING.

| Net Earnings. | | Per Mile worked. (Excluding steam-boat.) | | | Per Train-Mile. (Excluding steam-boat.) | | | Calendar year. |
|---|---|---|---|---|---|---|---|---|
| Amount in thousands of rupees. | Percentage on Capital outlay.† | Gross Earnings in rupees. | Working Expenses in rupees. | Net Earnings in rupees. | Gross Earnings in rupees. | Working Expenses in rupees. | Net Earnings in rupees. | |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 13,12,38 | 4·65 | 12,402 | 6,027 | 6,375 | 3·66 | 1·78 | 1·88 | 1897 |
| 14,43,60 | 4·93 | 12,721 | 6,018 | 6,703 | 3·82 | 1·81 | 2·01 | 1898 |
| 15,45,03 | 5·00 | 12,806 | 6,067 | 6,739 | 3·79 | 1·80 | 1·99 | 1899 |
| 16,46,74 | 4·99 | 13,025 | 6,217 | 6,808 | 3·73 | 1·78 | 1·95 | 1900 |
| 17,90,15 | 5·26 | 13,253 | 6,190 | 7,063 | 3·80 | 1·77 | 2·03 | 1901 |

OF RUPEES.

| Traffic. | | | Electric telegraph. | Steam-boat and sundries. | WORKING EXPENSES IN THOUSANDS OF RUPEES. | | | | | | Calendar year. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Military Stores. | Revenue stores, including coal and material for construction. | Miscellaneous, | | | Engineering. | Locomotive. | Carriage and wagon. | Traffic. | General. | Other Expenses. § | |
| 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 |
| 23,68 | 75,53 | 27,63 | 8,12 | 77,01 | 3,24,18 | 4,05,28 | 1,14,93 | 2,10,79 | 1,33,23 | 59,32 | 1897 |
| 21,19 | 81,38 | 23,09 | 7,49 | 80,52 | 3,14,03 | 4,30,03 | 1,33,66 | 2,20,88 | 1,36,65 | 66,74 | 1898 |
| 13,13 | 94,11 | 26,47 | 8,70 | 86,32 | 3,42,84 | 4,71,87 | 1,34,19 | 2,31,96 | 1,42,58 | 72,78 | 1899 |
| 13,78 | 92,27 | 30,87 | 7,93 | 84,38 | 3,62,14 | 5,27,20 | 1,38,81 | 2,51,04 | 1,47,65 | 86,07 | 1900 |
| 15,02 | 96,41 | 64,34 | 7,49 | 89,07 | 3,56,33 | 5,59,71 | 1,52,27 | 2,65,44 | 1,58,07 | 83,82 | 1901 |

*carried and the average rate charged, and the train-mileage run by railways in India.*

| THE AVERAGE RATE CHARGED. | | | | | Train-miles run (in thousands). | | | | Goods Traffic. | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Season and vendors' tickets. | | | Total No. of Passengers carried. | | Coaching. | Goods. | Mixed. | Total train-mileage. (††). | Tonnage carried (in thousands). | Average distance carried. | Average rate charged in pies. | Calendar year. |
| No. | Average distance carried. | Average rate charged in pies. | No. | Average distance carried. | | | | | | | | |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 10,777 | ** | ** | 150,584 | 39·22 | 16,301 | 24,215 | 26,676 | 69,494 | 33,926 | 141·29 | 6·36 | 1897 |
| 12,117 | ** | ** | 151,566 | 38·53 | 16,620 | 28,037 | 25,449 | 71,520 | 36,354 | 157·11 | 6·01 | 1898 |
| 13,288 | ** | ** | 161,720 | 38·48 | 17,039 | 30,612 | 26,879 | 77,207 | 40,592 | 151·92 | 5·99 | 1899 |
| 13,845 | ** | ** | 176,308 | 40·09 | 18,114 | 34,252 | 28,827 | 84,193 | 43,739 | 151·96 | 5·90 | 1900 |
| 14,726 | 8·63 | 1·41 | 194,749 | 40·42 | 19,701 | 34,274 | 31,561 | 88,265 | 44,142 | 159·99 | 5·78 | 1901 |

under construction, *vide* paragraph 14 of Report.
not represent the gain or loss to the State, for which information Appendix 7 should be consulted.

and Special and Miscellaneous expenditure.

# Appendix 13.
Earnings by systems.



*Gross earnings in* thousands *of rupees*

(Referred to in paragraphs

*N.B.*—A reference to Appendix 2 will furnish the key to

| Gauge. | 5' 6" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Class: No. | 1 | 2 | | | 3 | 4 | | 5 | 6 | 7 | | | 8 | | | 9 | | | 10 | |
| Calendar year. | E. I. | E. B. system. 5' 6" gauge. | E. B. system. Other gauges. | E. B. system. Total. | B. C. | B. N. (a) & (b)* | E. C. | P. T. † | O. & R. | North Western system. Commercial section. | North Western system. Military section. | North Western system. Total. | G. I. P. system. G. I. P. (a) to (c) | G. I. P. system. I. M. (d) to (h) | G. I. P. system. Total. | B., B. & C. I. System. B. B. & C. I. (a) to (e) & (k) & (l) | B., B. & C. I. System. R. M. (f) to (j). | B., B. & C. I. System. Total | Niz.'s G. State system. Niz.'s (a) & (b) | Niz.'s G. State system. H. G. V. (c) |
| **Passenger traffic.** | | | | | | | | | | | | | | | | | | | | | |
| 1897 . | 1,59.01 | 24,82 | 19,37 | 44,19 | 6,19 | 12,29 | 13,56 | ... | 32,35 | 87,99 | 10,73 | 98,72 | 62,48 | 19,41 | 81,89 | 38,33 | 55,99 | 94,32 | 7,71 | ... |
| 1898 . | 1,68.09 | 25,44 | 20,18 | 45,62 | 6,11 | 12,04 | 13,18 | ... | 36,90 | 97,18 | 11,01 | 1,08,19 | 54,64 | 20,18 | 74,82 | 31,41 | 57,59 | 89,00 | 7,22 | ... |
| 1899 . | 1.72.54 | 26,90 | 20,97 | 47,87 | 6,29 | 19,47 | 19,92 | ... | 38,48 | 99,59 | 11,40 | 1.10.85 | 63,60 | 21,13 | 84,73 | 43,22 | 61,07 | 1,04,29 | 7,56 | 9 |
| 1900 . | 1.84.94 | 27,02 | 25,19 | 52,21 | 6,59 | 30,46 | 24,06 | ... | 42,84 | 1,06,24 | 11,87 | 1,18.11 | 67,61 | 21,55 | 89,16 | 48,28 | 58,74 | 1.07.02 | 7,83 | 3,20 |
| 1901 . | 1,96.91 | 28,16 | 25,42 | 53,58 | 7,12 | 53,98 | *** | ... | 51,49 | 1,16,60 | 13,44 | 1,30.04 | 81,42 | 25,04 | 1,06,46 | 51,18 | 68,55 | 1,19.73 | 8,06 | 7,22 |
| **Parcels and luggage.** | | | | | | | | | | | | | | | | | | | | | |
| 1897 . | 15,91 | 2,55 | 1,81 | 4,36 | 46 | 1,20 | 46 | ... | 2,44 | 13,94 | 1,95 | 15,89 | 11,96 | 2,56 | 14,52 | 6,15 | 6,69 | 12,84 | 86 | ... |
| 1898 . | 14,50 | 2,34 | 1,71 | 4,05 | 61 | 1,11 | 50 | ... | 2,47 | 10,52 | 1,34 | 11,86 | 12,86 | 2,51 | 15,37 | 6,23 | 6,26 | 12,49 | 92 | ... |
| 1899 . | 15,34 | 2,88 | 1,94 | 4,82 | 58 | 1,42 | 85 | ... | 2,61 | 8,78 | 1,20 | 9,98 | 14,14 | 3,34 | 17,48 | 5,93 | 5,62 | 11,55 | 91 | 1 |
| 1900 . | 18,41 | 3,31 | 2,30 | 5,61 | 49 | 2,89 | 1,45 | ... | 3,20§ | 9,82 | 1,42 | 11,24 | 15,51 | 3,30 | 18,81 | 6,43 | 5,96 | 12,39 | 98 | 21 |
| 1901 . | 18,10 | 3,30 | 2,30 | 5,60 | 52 | 3,55 | *** | ... | 3,58 | 11,21 | 1,45 | 12,66 | 14,89 | 3,03 | 17,92 | 6,65 | 6,06 | 12,71 | 104 | 49 |
| **Goods traffic.** | | | | | | | | | | | | | | | | | | | | | |
| 1897 . | 4.13.21 | 57,21 | 31,85 | 89,06 | 3,86 | 42,33 | 11,35 | 3,52 | 42,66 | 1,81,23 | 19,28 | 2,00,56 | 2,02,94 | 39,14 | 2.42.08 | 97,54 | 1,30,24 | 2,27,78 | 28,24 | ... |
| 1898 . | 4.16,02 | 54,25 | 33,31 | 87,56 | 2,54 | 48,05 | 11,76 | 3,65 | 49,49 | 2,46,46 | 17,39 | 2,63,85 | 2,74,62 | 41,94 | 3,16.56 | 1,18,50 | 1,58,57 | 2,77,07 | 31,45 | ... |
| 1899 . | 4,47.26 | 55,11 | 37,63 | 92,74 | 3,38 | 63,64 | 20,54 | 3,83 | 57,89 | 2,23,35 | 16,65 | 2.40,00 | 2,72,16 | 51,76 | 3.23.92 | 1,28,17 | 1,93,45 | 3.21,62 | 34,22 | 53 |
| 1900 . | 4,79,03 | 60,16 | 43,11 | 1.03.27 | 5,26 | 91,62 | 32,08 | 4,38 | 55,74 | 1,78,38 | 17,59 | 1,95.97 | 2,52,59 | 84,60 | 3,37.19 | 1,32,11 | 2,28,06 | 3,60.17 | 42,56 | 6,76 |
| 1901 . | 4,91.23 | 57,07 | 41,17 | 98,24 | 4,52 | 65,79 | *** | 3,68 | 66,27 | 2,73,05 | 21,59 | 2,94,64 | 3,13,28 | 68,59 | 3,81,87 | 1,08,34 | 2,02,91 | 3 11,25 | 32,87 | 10,87) |
| **Electric telegraph.** | | | | | | | | | | | | | | | | | | | | | |
| 1897 . | 1,00 | 24 | 17 | 41 | 2 | 20 | 12 | ... | 29 | 99 | 18 | 1,17 | 84 | 22 | 1,06 | 54 | 81 | 1,35 | 21 | ... |
| 1898 . | 1,06 | 19 | 14 | 33 | 2 | 17 | 11 | ... | 27 | 84 | 14 | 98 | 70 | 22 | 92 | 48 | 77 | 1,25 | 18 | ... |
| 1899 . | 1,18 | 19 | 16 | 35 | 2 | 24 | 16 | ... | 30 | 87 | 15 | 1,02 | 79 | 34 | 1,13 | 62 | 97 | 1,59 | 20 | ... |
| 1900 . | 96 | 19 | 16 | 35 | 2 | 26 | 16 | ... | 29 | 84 | 15 | 99 | 72 | 27 | 99 | 55 | 82 | 1,37 | 16 | 6 |
| 1901 . | 88 | 18 | 15 | 33 | 2 | 28 | *** | ... | 33 | 97 | 16 | 1,13 | 68 | 21 | 89 | 45 | 64 | 1,09 | 17 | 8 |
| **Total gross earnings. **** | | | | | | | | | | | | | | | | | | | | | |
| 1897 . | 6.07.14 | 89,35 | 58,91 | 1,48.26 | 11,38 | 62,00 | 28,57 | 3,94 | 85,16 | 3,04,50 | 34,96 | 3.39.46 | 2,88,32 | 64,48 | 3,52.80 | 1,46,57 | 1,99,99 | 3.46.56 | 37,77 | ... |
| 1898 . | 6.17.18 | 86,81 | 61,10 | 1,47.91 | 10,25 | 63,79 | 27,67 | 4,28 | 98,52 | 3,63,25 | 31,47 | 3.99.72 | 3,53,23 | 67,83 | 4.21.06 | 1,62,67 | 2,28,52 | 3.91.19 | 40,77 | ... |
| 1899 . | 6,55.07 | 90,53 | 67,45 | 1.57.98 | 11,40 | 90,73 | 43,42 | 4,47 | 1,11.39 | 3,44,93 | 30,68 | 3.75,61 | 3,62,54 | 79,88 | 4,42,42 | 1,82,07 | 2,67,26 | 4.49.33 | 44,23 | 63 |
| 1900 . | 7.06.48 | 96,16 | 78,78 | 1.74,94 | 13,33 | 1.29,75 | 60,48 | 5,33 | 1,16,76 | 3,08,46 | 32,41 | 3,40.87 | 3,46,32 | 1.13.17 | 4.59.49 | 1,88,92 | 2,99,16 | 4.88.08 | 52,69 | 10,63 |
| 1901 . | 7,30.48 | 94,44 | 76,48 | 1,70,92 | 14,05 | 1,30,78 | *** | 5,41 | 1,34,68 | 4,14,73 | 38,17 | 4,52.90 | 4,18,15 | 1,00,02 | 5,18,17 | 1,70,58 | 2,84,69 | 4,55,27 | 43,55 | 20,10 |
| **Net earnings.** | | | | | | | | | | | | | | | | | | | | | |
| 1897 . | 4,24.74 | 47,82 | 33,20 | 81,02 | 4,90 | 29,79 | 8,69 | 1,49 | 36,97 | 1,52,38 | 2,18 | 1.54.56 | 1,01,77 | 28,29 | 1.30.06 | 65,96 | 1,04,06 | 1,70,02 | 19,95 | ... |
| 1898 . | 4.18.02 | 50,47 | 32,99 | 83,46 | 3,68 | 33,64 | 6,51 | 1,49 | 53,08 | 1,96,93 | —40 | 1.96.53 | 1,50,03 | 30,26 | 1.80.29 | 88,08 | 1,29,55 | 2.17.63 | 23,70 | ... |
| 1899 . | 4.37,30 | 45,90 | 38,11 | 84,01 | 4,42 | 47,21 | 15,15 | 1,93 | 60,77 | 1,78,90 | —7,19 | 1.71.71 | 1,67,15 | 34,47 | 2.01.62 | 96,31 | 1,52,78 | 2,49.09 | 26,87 | 36 |
| 1900 . | 4,60,79 | 50,24 | 44,39 | 94,63 | 5,50 | 77,13 | 26,55 | 1,73 | 56,72 | 1,46,61 | —2,47 | 1.44.14 | 1,61,14 | 59,53 | 2,20,67 | 88,33 | 1,64,35 | 2.52.68 | 30,81 | 4,21 |
| 1901 . | 4,72.87 | 46,37 | 39,47 | 85,84 | 6,43 | 61,49 | *** | 2,22 | 73,26 | 2,23,38 | —44 | 2,22.94 | 2,17,30 | 51,04 | 2,68,34 | 94,67 | 1,53,12 | 2,47.79 | 28,05 | 9,23 |

* Excludes Parlakimedi Light railway, as the line

† Open only for goods traffic. ‡ Excluding Pondicherry railway. § Excluding Hardwar-Dehra railway, for which

**"Total gross earnings" include earnings from steam

*** Transferred partly to the Bengal-Nagpur railway and partly

NOTE.—For net earnings of individual

NOTE.—For earnings per mile worked and per

# DIX 13.

## *of each Railway Administration.*

23, 24, 25, 27, 31, and 47 of Report.)
the code letters used to express railway systems.



| 5′ 6″ | | 3′ 3⅜″ | | | | | | | | | | | | | 2′ 6″ | | | | | 2′ 0″ | | | | Gauge. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11 | | 12 | 13 | 14 | 15 | 16 | 17 | | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | Class: No. |
| Madras System. | | | | | | | R. K. system. | | | | | | | | | | | | | | | | | | |
| Madras. (a) to (c) | Nilgiri. (d) | B. D. | D. S. | A. B. | Deogh ur. | B. & N. W. | R. and K. (a) & (b) | P. L. (c) | J. B. | U. C. | B. G. J. P. | S. M. | W. I. P. | S. I. | Burma. | M.R. W. | B. L. | B. P. | R. K. L. | T. B. | D. H. | H. A. | H. S. | Jorhat | Calendar year. |
| **Passenger traffic.** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40,02 | ... | 39 | 1,15 | 5,07 | 26 | 21,84 | 4,62 | ... | 4,57 | 82 | 9,75 | 27,12 | 41 | 49,27 | 41,81 | 2,26 | 18 | ... | ... | ... | 2,25 | ... | ... | 10‖ | 1897 |
| 34,91 | ... | 42 | 1,11 | 6,83 | 27 | 23,04 | 5,23 | ... | 4,58 | 85 | 8,57 | 18,12 | 36 | 43,36 | 41,73 | 2,06 | 17 | 67‖ | ... | 32‖ | 2,25 | 1,83 | 67 | 12 | 1898 |
| 30,14 | 40 | 46 | 1,16 | 8,58 | 29 | 25,85 | 5,44 | ... | 5,17 | 90 | 9,87 | 16,55 | 45 | 41,93 | 41,01 | 2,19 | 19 | 58 | 45‖ | 37 | 2,06 | 2,38 | 69 | 12 | 1899 |
| 35,27 | 84 | 58 | 1,28 | 9,07 | 31 | 29,45 | 5,57 | ... | 4,56 | 82 | 9,28 | 25,16 | 49 | 47,73 | 48,72 | 2,16 | 23 | 67 | 67 | 39 | 2,20 | 2,39 | 70 | 12 | 1900 |
| 53,82 | 94 | 83 | 1,17 | 10,81 | 42 | 37,95 | 6,93 | 37 | 8,41 | 95 | 9,81 | 27,03 | 50 | 51,70 | 51,03 | 2,27 | 26 | 69 | 65 | 27 | 2,53 | 2,38 | 72 | 15 | 1901 |
| **Parcels and luggage.** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4,93 | ... | 6 | 10 | 19 | ... | 86 | 41 | ... | 37 | 4 | 43 | 2,25 | ... | 1,61¶ | 1,14 | 14 | 2 | ... | ... | ... | 55 | ... | ... | ... | 1897 |
| 4,73 | ... | 7 | 10 | 31 | ... | 87 | 44 | ... | 38 | 4 | 48 | 2,19 | ... | 1,71 | 1,33 | 16 | 2 | ... | ... | ... | 72 | ... | ... | ... | 1898 |
| 4,54 | 8 | 7 | 12 | 40 | ... | 99 | 26 | ... | 34 | 5 | 50 | 2,19 | ... | 1,71 | 1,32 | 15 | 2 | ... | ... | ... | 59 | ... | ... | ... | 1899 |
| 5,04 | 22 | 8 | 12 | 42 | ... | 1,18 | 49 | ... | 41 | 5 | 50 | 2,62 | ... | 1,88‡ | 1,55 | 15 | 2 | ... | ... | ... | 61 | ... | ... | ... | 1900 |
| 5,96 | 28 | 11 | 11 | 43 | 1 | 1,42 | 54 | 1 | 64 | 5 | 42 | 2,67 | 6 | 2,03 | 1,82 | 14 | 2 | 2 | 2 | ... | 74 | 1 | ... | ... | 1901 |
| **Goods traffic.** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 68,66 | ... | 2,27 | 6,40 | 4,24 | 4 | 28,29 | 5,66 | ... | 6,86 | 34 | 9,71 | 61,73 | 81 | 40,04 | 41,76 | 1,30 | 85 | ... | ... | ... | 4,43 | ... | ... | 85 | 1897 |
| 66,52 | ... | 1,96 | 6,67 | 5,36 | 5 | 32,49 | 7,28 | ... | 8,04 | 51 | 10,01 | 48,85 | 1,11 | 39,00 | 44,53 | 1,36 | 1.09 | 6 | ... | 49 | 4,32 | 5 | 4 | 83 | 1898 |
| 69,05 | 35 | 2,03 | 7,42 | 6,47 | 4 | 41,44 | 8,99 | ... | 14,62 | 1,09 | 11,09 | 54,24 | 3,43 | 41,99 | 43,00 | 1,67 | 1.32 | 6 | 1 | 52 | 4,27 | 11 | 4 | 83 | 1899 |
| 69,27 | 61 | 2,49 | 7,70 | 6,72 | 4 | 40,07 | 8,50 | ... | 12,64 | 2,26 | 12,85 | 55,89 | 1,77 | 39,73 | 57,07 | 1,74 | 97 | 9 | 2 | 50 | 5,01 | 15 | 5 | 73 | 1900 |
| 97,21 | 1,10 | 3,41 | 8,18 | 8,80 | 5 | 47,17 | 9,08 | 29 | 12,53 | 1,17 | 7,90 | 48,58 | 1,93 | 47,74 | 62,73 | 1,01 | 1,38 | 11 | 1 | 45 | 4,35 | 21 | 6 | 67 | 1901 |
| **Electric telegraph.** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | ... | ... | 11 | 13 | ... | 33 | 7 | ... | 29 | 1 | 18 | 38 | ... | ¶22 | 27 | 6 | ... | ... | ... | ... | 4 | ... | ... | ... | 1897 |
| 17 | ... | ... | 11 | 12 | ... | 29 | 7 | ... | 30 | 1 | 16 | 37 | ... | 22 | 29 | 5 | ... | ... | ... | 1 | 3 | ... | ... | ... | 1898 |
| 17 | ... | ... | 10 | 14 | ... | 33 | 10 | ... | 43 | 1 | 21 | 38 | ... | 22 | 28 | 7 | ... | ... | ... | 2 | 4 | ... | ... | 1 | 1899 |
| 15 | ... | 1 | 11 | 13 | ... | 31 | 8 | ... | 41 | 2 | 18 | 29 | ... | 25 | 26 | 7 | ... | ... | ... | 2 | 3 | ... | ... | ... | 1900 |
| 21 | ... | 1 | 11 | 15 | ... | 34 | 8 | ... | 33 | 1 | 14 | 24 | 6 | 25 | 27 | 4 | ... | ... | ... | 2 | 3 | ... | ... | ... | 1901 |
| **Total gross earnings.**** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1,17,38 | ... | 2,86 | 8,20 | 9,91 | 30 | 59,94 | 12,51 | ... | 12,40 | 1,23 | 21,11 | 94,08 | 1,80 | 94,84 | 86,76 | 4,27 | 1,08 | ... | ... | ... | 7,44 | ... | ... | 96 | 1897 |
| 1,09,69 | ... | 2,69 | 8,37 | 13,08 | 32 | 64,76 | 14,96 | ... | 13,60 | 1,44 | 20,04 | 71,70 | 2,21 | 87,65 | 89,91 | 3,76 | 1,30 | 74 | ... | 86 | 7,55 | 1,90 | 76 | 96 | 1898 |
| 1,07,73 | 84 | 2,73 | 9,22 | 16,20 | 33 | 77,83 | 17,38 | ... | 20,84 | 2,11 | 22,43 | 75,87 | 5,72 | 87,90 | 88,26 | 4,20 | 1.56 | 66 | 46 | 95 | 7,15 | 2,51 | 73 | 96 | 1899 |
| 1,13,39 | 1.76 | 3,49 | 9,67 | 17,10 | 35 | 80,47 | 16,91 | ... | 18,22 | 3,18 | 23,63 | 86,89 | 3,34 | 91,95 | 1,10,30 | 4,23 | 1.24 | 77 | 69 | 96 | 8,09 | 2,56 | 76 | 87 | 1900 |
| 1,62,73 | 2,41 | 4,87 | 9,99 | 21,34 | 48 | 97,21 | 17,57 | 67 | 22,38 | 2,22 | 18,96 | 81,12 | 3,68 | 1,05,26 | 1,18,85 | 3,59 | 1,68 | 83 | 69 | 84 | 7,88 | 2,61 | 79 | 83 | 1901 |
| **Net earnings.** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60,97 | ... | 1,45 | 2,55 | 72 | 11 | 33,70 | 5,08 | ... | 8,11 | 43 | 9,32 | 40,42 | —1,60 | 44,24 | 38,82 | 2,11 | 22 | ... | ... | ... | 3,40 | ... | ... | 14 | 1897 |
| 55,51 | ... | 1,15 | 2,87 | 54 | 7 | 36,67 | 7,24 | ... | 8,09 | 62 | 8,28 | 21,39 | —1,10 | 39,38 | 37,88 | 1,64 | 24 | 21 | ... | 20 | 3,48 | 79 | 21 | 20 | 1898 |
| 50,97 | 20 | 1,18 | 4,71 | 3,23 | 6 | 41,51 | 8,69 | ... | 12,72 | 1,05 | 10,79 | 24,44 | 164 | 40,95 | 35,79 | 1,70 | 65 | 12 | 8 | 26 | 2,57 | 1,13 | 21 | —6 | 1899 |
| 54,37 | 1,01 | 1,94 | 4,81 | 3,64 | 7 | 40,89 | 8,76 | ... | 10,13 | 1,86 | 11,75 | 30,60 | —66 | 45,29 | 48,95 | 1,59 | 42 | 21 | 19 | 26 | 3,62 | 1,23 | 27 | —15 | 1900 |
| 79,09 | 1,38 | 2,45 | 4,85 | 4,56 | 18 | 53,87 | 9,68 | 20 | 9,94 | 94 | 8,10 | 23,97 | —49 | 55,97 | 49,89 | 1,26 | 79 | 25 | 15 | 17 | 3,14 | 1,15 | 24 | —4 | 1901 |

was opened from the 22nd April 1901 only.
information is not available. ‖ Total coaching traffic. ¶ Excluding Káraikkal-Peralam and Pondicherry railways.
boat and other items not shown in details above.
to the Madras railway from the 1st January 1901.
railways, see Appendix 7.
train-mile, see Appendices 22 and 23.

# Appendix 14.
## Number of Passengers.



*Number of passengers carried by each railway, and average*

(Referred to in paragraphs

| Gauge. | 5′ 6″ Gauge. | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Class : No. | 1 | | | 2 | | | 3 | | | 4 | | | | | |
| Railway. | East Indian. | | | Eastern Bengal State. | | | Bengal Central | | | Bengal-Nágpur system. | | | | | |
| | | | | | | | | | | Bengal-Nagpur. (a) | | | Raipur-Dhamtari. (b) | | |
| Calendar year. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. |
| **1st class passengers.** | | | | | | | | | | | | | | | |
| 1897 | 61,6 | 120·60 | 15·23 | 45,2 | 55·41 | 13·32 | 2,6 | 43·92 | 9·65 | 6,9 | 74·37 | 13·85 | ... | ... | ... |
| 1898 | 64,2 | 124·42 | 15·24 | 44,6 | 51·76 | 13·29 | 2,9 | 37·82 | 9·72 | 6,0 | 103·08 | 13·53 | ... | ... | ... |
| 1899 | 66,0 | 120·23 | 15·63 | 47,6 | 50·61 | 12·89 | 2,8 | 39·12 | 12·00 | 6,6 | 112·13 | 13·59 | ... | ... | ... |
| 1900 | 64,8 | 121·44 | 15·16 | 45,0 | 51·53 | 13·61 | 2,3 | 43·22 | 14·00 | 8,6 | 187·42 | 13·66 | ... | ... | ... |
| 1901 | 64,2 | 130·27 | 14·68 | 42,4 | 52·06 | 13·85 | 1,9 | 44·27 | 14·55 | 11,4 | 135·19 | 15·07 | 1 | 34·45 | 17·00 |
| **2nd class passengers.** | | | | | | | | | | | | | | | |
| 1897 | 174,8 | 124·53 | 6·36 | 119,4 | 49·78 | 6·13 | 28,4 | 27·84 | 4·85 | 14,2 | 83·16 | 5·65 | ... | ... | ... |
| 1898 | 185,1 | 118·96 | 6·43 | 137,2 | 46·34 | 6·21 | 36,0 | 26·93 | 4·85 | 16,3 | 77·88 | 5·85 | ... | ... | ... |
| 1899 | 186,9 | 111·14 | 6·76 | 132,0 | 47·92 | 6·25 | 23,9 | 29·03 | 6·09 | 21,2 | 79·51 | 5·78 | ... | ... | ... |
| 1900 | 185,8 | 122·14 | 6·54 | 126,5 | 47·33 | 6·59 | 23,3 | 22·97 | 7·32 | 25,4 | 77·55 | 8·18 | ... | ... | ... |
| 1901 | 197,5 | 138·40 | 6·16 | 126,8 | 52·13 | 6·48 | 19,5 | 30·35 | 7·35 | 38,6 | 140·78 | 6·47 | 3 | 34·60 | 7·16 |
| **Intermediate class passengers.** | | | | | | | | | | | | | | | |
| 1897 | 1,154,1 | 54·47 | 3·32 | 836,1 | 33·41 | 3·01 | 84,8 | 36·98 | 3·34 | 10,5 | 47·31 | 2·85 | ... | ... | ... |
| 1898 | 1,304,1 | 52·94 | 3·29 | 919,5 | 31·42 | 3·00 | 48,9 | 37·84 | 3·26 | 18,9 | 43,86 | 2·82 | ... | ... | ... |
| 1899 | 1,314,9 | 52·26 | 3·33 | 946,7 | 29·07 | 3·01 | 48,5 | 34·19 | 3·50 | 27,4 | 52·87 | 2·83 | ... | ... | ... |
| 1900 | 1,431,9 | 52·39 | 3·28 | 982,8 | 28·22 | 3·08 | 53,4 | 32·28 | 3·48 | 36,7 | 64·82 | 2·93 | ... | ... | ... |
| 1901 | 1,539,8 | 57·87 | 3·31 | 991,5 | 31·59 | 2·99 | 61,4 | 37·99 | 3·47 | 163,7 | 67·49 | 3·23 | 1,3 | 33·18 | 3·00 |
| **3rd or lowest class passengers.** | | | | | | | | | | | | | | | |
| 1897 | 15,731,1 | 60·69 | 2·51 | 9,103,3 | 29·70 | 2·30 | 1,433,7 | 22·74 | 2·93 | 2,018,8 | 52·52 | 2·00 | ... | ... | ... |
| 1898 | 16,667,2 | 60·48 | 2·51 | 9,114,0 | 30·70 | 2·50 | 1,482,6 | 21·90 | 2·94 | 2,136,7 | 48·15 | 1·99 | ... | ... | ... |
| 1899 | 17,367,6 | 56·75 | 2·51 | 9,929,0 | 29·95 | 2·50 | 1,514,8 | 22·43 | 2·92 | 2,815,0 | 60·72 | 1·98 | ... | ... | ... |
| 1900 | 18,737,5 | 59·80 | 2·51 | 10,947,8 | 30·15 | 2·50 | 1,539,9 | 22·41 | 3·00 | 3,585,4 | 71·98 | 2·11 | ... | ... | ... |
| 1901 | 20,627,4 | 62·45 | 2·46 | 11,891,0 | 31·22 | 2·44 | 1,610,5 | 24·79 | 3·00 | 5,717,1 | 71·84 | 2·28 | 85,5 | 30·00 | 2·00 |
| **Season and vendors' tickets.** | | | | | | | | | | | | | | | |
| 1897 | 1,107,2 | ... | ... | 735,5 | 9·23 | 2·75 | 107,1 | ... | ... | 63,8 | ... | ... | ... | ... | ... |
| 1898 | 1,173,7 | ... | ... | 788,9 | 9·55 | 2·78 | 142,6 | ... | ... | 68,6 | ... | ... | ... | ... | ... |
| 1899 | 1,221,1 | ... | ... | 847,4 | 9·51 | 2·74 | 141,5 | ... | ... | 66,7 | ... | ... | ... | ... | ... |
| 1900 | 1,307,8 | ... | ... | 863,8 | 9·19 | 2·73 | 164,2 | ... | ... | 37,7 | ... | ... | ... | ... | ... |
| 1901 | 1,446,2 | 11·32 | 1·82 | 1,219,9 | 10·36 | 2·51 | 192,2 | 5·68 | 3·08 | 90,2 | 8·86 | 1·80 | ... | ... | ... |
| **Total of all classes.** | | | | | | | | | | | | | | | |
| 1897 | 18,228,8 | 61·17 | 2·74 | 10,839,5 | 28·92 | 2·71 | 1,656,6 | 23·68 | 3·03 | 2,123,2 | 52·73 | 2·11 | ... | ... | ... |
| 1898 | 19,394,3 | 60·79 | 2·73 | 11,004,2 | 29·32 | 2·73 | 1,713,0 | 22·57 | 3·03 | 2,246,5 | 48·46 | 2·12 | ... | ... | ... |
| 1899 | 20,156,5 | 60·01 | 2·73 | 11,902,7 | 28·76 | 2·70 | 1,731,5 | 22·95 | 3·03 | 2,936,9 | 60·88 | 2·09 | ... | ... | ... |
| 1900 | 21,727,8 | 60·07 | 2·72 | 12,965,9 | 28·85 | 2·65 | 1,783,1 | 22·79 | 3·11 | 3,693,8 | 72·02 | 2·20 | ... | ... | ... |
| 1901 | 23,875,1 | 59·87 | 2·64 | 13,271,6 | 29·61 | 2·62 | 1,885,5 | 23·35 | 3·11 | 6,021,0 | 71·34 | 2·40 | 87,0 | 30·06 | 2·04 |
| **Average cost of carrying each passenger in pies.** | | | | | | | | | | | | | | | |
| 1897 | | 0·72 | | | 1·12 | | | 1·45 | | | 1·49 | | | ... | |
| 1898 | | 0·73 | | | 1·13 | | | 1·49 | | | 1·76 | | | | |
| 1899 | | 0·75 | | | 1·25 | | | 1·43 | | | 1·09 | | | ... | |
| 1900 | | 0·76 | | | 1·24 | | | 1·23 | | | 0·74 | | | ... | |
| 1901 | | 0·76 | | | 0·77 | | | 1·05 | | | 1·06 | | | 1·38 | |
| **Average profit from carriage of each passenger in pies.** | | | | | | | | | | | | | | | |
| 1897 | | 2·02 | | | 1·58 | | | 1·58 | | | 0·62 | | | ... | |
| 1898 | | 2·00 | | | 1·56 | | | 1·54 | | | 0·36 | | | ... | |
| 1899 | | 1·98 | | | 1·43 | | | 1·60 | | | 1·00 | | | ... | |
| 1900 | | 1·96 | | | 1·43 | | | 1·88 | | | 0·46 | | | ... | |
| 1901 | | 1·88 | | | 1·85 | | | 2·06 | | | 1·56 | | | 0·73 | |

*N.B.*—1. Except in the case of Eastern Bengal State railway, the average distance and average rate for season

2. Excludes Calcutta Port Commissioners' railway which is open for goods traffic only.

* Excludes Cooch Behar (2′ 6″ gauge) railway.

† Transferred partly to the Bengal-Nagpur railway and partly to the Madras railway from the 1st January 1901.

# DIX 14.



*distance travelled by, and average rate charged to, each passenger.*

24 and 27 of Report.)

| 5′ 6″ GAUGE—*continued.* | | | | | | | | | | | | | | | GAUGE. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 6 | | | 7 | | | 8 | | | | | | Class: No. |
| East Coast State. | | | Oudh and Rohilkhand State. | | | North Western State. (*a*) to (*f*). | | | Great Indian Peninsula system. | | | | | | Railway. |
| | | | | | | | | | Great Indian Peninsula. (*a*) to (*c*). | | | Indian Midland.¶ (*d*) to (*h*). | | | |
| Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Calendar year. |
| **1ST CLASS PASSENGERS.** | | | | | | | | | | | | | | | |
| 4,6 | 44·02 | 17·78 | 21,3 | 90·13 | 11·15 | 54,8 | 132·47 | 10·51 | 62,3 | 89·48 | 10·71 | 12,2 | 174·08 | 10·40 | 1897 |
| 4,8 | 53·35 | 17·18 | 22,5 | 90·75 | 11·26 | 154,3 | 51·29 | 10·42 | 69,6 | 87·30 | 10·72 | 11,1 | 197·83 | 10·41 | 1898 |
| 6,8 | 91·54 | 15·94 | 22,0 | 93·20 | 11·37 | 52,6 | 116·12 | 10·89 | 72,8 | 87·18 | 10·95 | 11,9 | 186·02 | 10·80 | 1899 |
| 7,2 | 130·11 | 15·23 | 29,1 | 87·14 | 11·52 | 48,2 | 135·33 | 10·72 | 67,9 | 881·2 | 10·96 | 11,2 | 175·95 | 10·86 | 1900 |
| † | † | † | 28,9 | 89·69 | 11·45 | 53,6 | 132·66 | 10·37 | 69,7 | 131·51 | 10·94 | 12,2 | 175·18 | 11·35 | 1901 |
| **2ND CLASS PASSENGERS.** | | | | | | | | | | | | | | | |
| 15,2 | 23·91 | 8·57 | 68,4 | 98·96 | 4·58 | 187,4 | 122·14 | 4·18 | 321,4 | 53·67 | 3·72 | 43,5 | 161·84 | 4·35 | 1897 |
| 13,7 | 29·21 | 8·84 | 72,3 | 93·12 | 4·13 | 196,2 | 157·62 | 3·75 | 349,1 | 45·74 | 3·72 | 45,8 | 169·89 | 4·36 | 1898 |
| 22,7 | 56·55 | 7·56 | 68,8 | 86·46 | 5·36 | 173,6 | 106·38 | 4·61 | 366,7 | 41·55 | 4·14 | 43,1 | 156·46 | 4·58 | 1899 |
| 23,8 | 70·22 | 6·79 | 91,4 | 86·18 | 5·31 | 170,5 | 106·43 | 4·84 | 325,0 | 36·52 | 4·14 | 37,3 | 150·62 | 5·26 | 1900 |
| † | † | † | 105,2 | 84·58 | 5·24 | 188,8 | 120·09 | 4·41 | 388,8 | 99·92 | 4·30 | 43,5 | 158·85 | 5·31 | 1901 |
| **INTERMEDIATE CLASS PASSENGERS.** | | | | | | | | | | | | | | | |
| 2,5 | 59·09 | 4·50 | 244,9 | 43·71 | 3·69 | 864,7 | 62·54 | 3·01 | 321,8 | 118·04 | 3·00 | 360,9 | 76·67 | 2·98 | 1897 |
| 8,0 | 51·94 | 4·48 | 395,3 | 41·66 | 3·36 | 700,9 | 67·72 | 3·01 | 321,9 | 110·71 | 3·00 | 353,2 | 77·03 | 2·97 | 1898 |
| 10,0 | 85·60 | 4·39 | 347,0 | 44·30 | 3·34 | 744,5 | 64·83 | 3·01 | 364,4 | 114·62 | 3·00 | 319,4 | 82·03 | 3·00 | 1899 |
| 15,5 | 93·90 | 4·47 | 392,0 | 45·15 | 3·37 | 916,6 | 65·32 | 3·01 | 465,3 | 106·37 | 3·00 | 292,4 | 83·37 | 2·97 | 1900 |
| † | † | † | 507,7 | 44·87 | 3·05 | 1,328,8 | 55·87 | 3·01 | 553,3 | 101·64 | 3·00 | 312,3 | 83·76 | 2·97 | 1901 |
| **3RD OR LOWEST CLASS PASSENGERS.** | | | | | | | | | | | | | | | |
| 2,853,9 | 34·35 | 2·02 | 4,735,7 | 44·83 | 2·50 | 13,512,3 | 51·15 | 2·26 | 9,972,7 | 33·09 | 1·92 | 1,330,8 | 69·74 | 2·55 | 1897 |
| 2,653,1 | 31·53 | 2·33 | 5,485,9 | 43·57 | 2·50 | 15,300,9 | 50·52 | 2·26 | 9,105,0 | 28·00 | 1·90 | 1,411,9 | 69·20 | 2·55 | 1898 |
| 3,652,5 | 38·66 | 2·48 | 5,954,9 | 42·47 | 2·50 | 16,286,3 | 44·08 | 2·26 | 10,520,3 | 29·32 | 1·91 | 1,659,5 | 100·14 | 2·25 | 1899 |
| 4,340,9 | 39·21 | 2·47 | 6,482,4 | 42·46 | 2·51 | 17,054,4 | 50·06 | 2·26 | 11,715,2 | 28·93 | 1·91 | 1,884,8 | 61·28 | 2·55 | 1900 |
| † | † | † | 8,122,6 | 41·95 | 2·47 | 18,722,4 | 49·50 | 2·27 | 13,819,6 | 39·57 | 2·00 | 2,160,0 | 63·41 | 2·55 | 1901 |
| **SEASON AND VENDORS' TICKETS.** | | | | | | | | | | | | | | | |
| 70,9 | ... | ... | ... | ... | ... | ... | ... | ... | 3,804,8 | ... | ... | 7 | ... | ... | 1897 |
| 58,6 | ... | ... | ... | ... | ... | ... | ... | ... | 4,405,8 | ... | ... | 3 | ... | ... | 1898 |
| 73,8 | ... | ... | ... | ... | ... | ... | ... | ... | 4,820,3 | ... | ... | 6 | ... | ... | 1899 |
| 72,0 | ... | ... | ... | ... | ... | ... | ... | ... | 5,117,5 | ... | ... | 10 | ... | ... | 1900 |
| † | † | † | ... | ... | ... | ... | ... | ... | 5,278,0 | 7·03 | 0·95 | 6 | 7·44 | 10·75 | 1901 |
| **TOTAL OF ALL CLASSES.** | | | | | | | | | | | | | | | |
| 2,947,1 | 34·30 | 2·10 | 5,070,3 | 45·70 | 2·68 | 14,619,2 | 53·04 | 2·44 | 14,483,0 | 36·41 | 2·27 | 1,748,0 | 74·23 | 2·87 | 1897 |
| 2,738,2 | 31·66 | 2·43 | 5,976,0 | 44·22 | 2·68 | 16,352,3 | 52·26 | 2·43 | 14,251,4 | 31·42 | 2·34 | 1,822,3 | 74·05 | 2·87 | 1898 |
| 3,765,8 | 39·02 | 2·60 | 6,392,7 | 43·22 | 2·67 | 17,257,0 | 45·82 | 2·42 | 16,144,5 | 32·36 | 2·34 | 2,034,2 | 69·42 | 2·88 | 1899 |
| 4,459,4 | 39·75 | 2·60 | 6,904,9 | 43·37 | 2·71 | 18,189,7 | 51·59 | 2·41 | 17,690,9 | 31·72 | 2·31 | 2,226,7 | 66·51 | 2·85 | 1900 |
| † | † | † | 8,764,4 | 42·79 | 2·64 | 20,293,6 | 50·80 | 2·42 | 20,109,4 | 34·22 | 2·27 | 2,528,6 | 68·29 | 2·85 | 1901 |
| **AVERAGE COST OF CARRYING EACH PASSENGER IN PIES.** | | | | | | | | | | | | | | | |
| 1·49 | | | 1·40 | | | 1·19 | | | 2·17 | | | 1·51 | | | 1897 |
| 1·53 | | | 1·20 | | | 1·13 | | | 2·34 | | | 1·45 | | | 1898 |
| 1·25 | | | 1·12 | | | 1·19 | | | 1·91 | | | 1·66 | | | 1899 |
| 1·02 | | | 1·31 | | | 1·30 | | | 1·65 | | | 1·61 | | | 1900 |
| † | | | 1·06 | | | 1·18** | | | 1·48 | | | | | | 1901 |
| **AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES.** | | | | | | | | | | | | | | | |
| 0·91 | | | 1·28 | | | 1·25 | | | 0·10 | | | 1·32 | | | 1897 |
| 0·90 | | | 1·48 | | | 1·29 | | | 0·00 | | | 1·42 | | | 1898 |
| 1·35 | | | 1·55 | | | 1·23 | | | 0·43 | | | 1·22 | | | 1899 |
| 1·58 | | | ·40 | | | 1·11 | | | 0·66 | | | 1·24 | | | 1900 |
| † | | | 1·58 | | | 1·24** | | | 0·90 | | | | | | 1901 |

and vendors' tickets for the years 1897 to 1900 are included under the several classes, as the information is not available separately.

§ Third class by mail trains. ‖ Third class by other than mail trains.

¶ Includes Gwalior Light (2′ 6″ gauge) in the case of number only, which is shown under 3rd or lowest class and total, as details by classes are not furnished.

** Excludes the Nowshera-Durgai railway.

*P. T. O.*

# Appendix 14
Number of Passengers.

# APPEN

*Number of passengers carried by each railway, and average*

(Referred to in paragraphs

| GAUGE. | 5′ 6″ GAUGE—*concluded.* | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CLASS: No. | 9 | | | | | | 10 | | | | | | 11 | | |
| RAILWAY. | BOMBAY, BARODA AND CENTRAL INDIA SYSTEM. | | | | | | NIZAM'S GUARANTEED STATE SYSTEM. | | | | | | MADRAS | | |
| | Bombay, Baroda and Central India. (*a*) to (*e*), (*k*) and (*l*). | | | Rajputana-Malwa (*f*) to (*j*). (3′ 3¾″.) | | | Nizam's Guaranteed State (*a*) and (*b*). | | | Hyderabad-Godavari Valley. (*c*) (3′ 3¾″.) | | | Madras. (*a*) to (*c*). | | |
| Calendar year. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. |
| **1ST CLASS PASSENGERS.** | | | | | | | | | | | | | | | |
| 1897 | 60,4 | 21·60 | 9·74 | 19,4 | 93·19 | 13·20 | 6,5 | 94·51 | 14·36 | ... | ... | ... | 24,3 | 137·48 | 9·74 |
| 1898 | 71,5 | 19·67 | 9·67 | 20,9 | 88·86 | 13·34 | 7,4 | 81·81 | 15·10 | ... | ... | ... | 24,8 | 133·62 | 11·23 |
| 1899 | 78,1 | 20·39 | 9·71 | 20,5 | 92·36 | 13·52 | 7,0 | 89·70 | 15·24 | 1 | ... | ... | 24,1 | 136·36 | 10·83 |
| 1900 | 76,9 | 20·56 | 9·66 | 20,8 | 84·47 | 13·34 | 6,5 | 82·31 | 15·13 | 2,2 | 68·47 | 11·56 | 22,4 | 141·60 | 11·32 |
| 1901 | 71,4 | 35·65 | 10·97 | 19,6 | 97·15 | 13·35 | 6,1 | 88·03 | 14·49 | 3,6 | 99·36 | 11·29 | 28,8 | 129·43 | 13·01 |
| **2ND CLASS PASSENGERS.** | | | | | | | | | | | | | | | |
| 1897 | 459,3 | 15·63 | 4·63 | 89,8 | 82·38 | 5·60 | 39,4 | 85·88 | 4·37 | ... | ... | ... | 90,6 | 93·59 | 4·46 |
| 1898 | 517,9 | 13·06 | 4·57 | 91,4 | 79·11 | 5·89 | 35,3 | 86·53 | 4·59 | ... | ... | ... | 89,5 | 90·19 | 4·85 |
| 1899 | 606,1 | 14·80 | 4·65 | 82,7 | 84·13 | 6·09 | 36,3 | 87·65 | 4·69 | 7 | ... | ... | 102,4 | 88·61 | 4·73 |
| 1900 | 595,5 | 14·62 | 4·20 | 75,3 | 81·68 | 6·33 | 34,2 | 77·86 | 4·96 | 12,6 | 64·73 | 5·06 | 95,4 | 88·89 | 4·71 |
| 1901 | 550,1 | 28·51 | 5·58 | 87,9 | 91·14 | 5·91 | 37,9 | 84·93 | 4·44 | 22,6 | 68·98 | 4·76 | 111,2 | 94·53 | 6·27 |
| **INTERMEDIATE CLASS PASSENGERS.** | | | | | | | | | | | | | | | |
| 1897 | 364,8 | 109·36 | 2·32 | 218,5 | 70·94 | 2·99 | ‡ 277,5 | 39·22 | 2·50 | ... | ... | ... | ... | ... | ... |
| 1898 | 305,3 | 106·61 | 2·99 | 227,2 | 68·75 | 2·99 | 252,5 | 35·18 | 2·50 | ... | ... | ... | ... | ... | ... |
| 1899 | 383,3 | 110·61 | 2·99 | 259,5 | 68·78 | 2·98 | 255,7 | 35·12 | 2·50 | ... | ... | ... | ... | ... | ... |
| 1900 | 404,4 | 107·50 | 2·99 | 275,3 | 68·17 | 2·98 | 246,2 | 35·65 | 2·50 | ... | ... | ... | ... | ... | ... |
| 1901 | 420,6 | 110·66 | 2·99 | 308,4 | 66·53 | 2·98 | 271,2 | 35·45 | 2·50 | ... | ... | ... | 19,2 | 93·31 | 4·50 |
| **3RD OR LOWEST CLASS PASSENGERS.** | | | | | | | | | | | | | | | |
| 1897 | 9,089,5 | 17·62 | 2·98 | 10,214,4 | 47·16 | 2·00 | § 968,5 | 50·12 | 2·00 | ... | ... | ... | 10,786,7 | 30·07 | 2·09 |
| 1898 | 8,379,9 | 14·49 | 2·27 | 10,502,4 | 47·22 | 2·00 | 911,2 | 50·23 | 2·00 | ... | ... | ... | 8,935,2 | 29·48 | 2·10 |
| 1899 | 10,634,0 | 16·68 | 2·30 | 10,829,6 | 48·44 | 2·00 | 913,8 | 51·99 | 2·00 | 17,9 | ... | ... | 7,669,1 | 28·24 | 2·11 |
| 1900 | 11,487,6 | 18·22 | 2·32 | 10,736,7 | 46·95 | 2·00 | 1,011,4 | 50·70 | 2·00 | 573,4 | 48·22 | 2·00 | 8,454,3 | 30·97 | 2·11 |
| 1901 | 11,713,8 | 22·99 | 2·47 | 12,451,8 | 47·49 | 2·00 | 1,081,6 | 48·20 | 2·00 | 1,145,0 | 54·01 | 2·00 | 11,507,3 | 34·98 | 2·25 |
| **SEASON AND VENDORS' TICKETS.** | | | | | | | | | | | | | | | |
| 1897 | 4,051,7 | ... | ... | 3,6 | ... | ... | 1,2 | ... | ... | ... | ... | ... | 509,9 | ... | ... |
| 1898 | 4,631,6 | ... | ... | 3,5 | ... | ... | 5,7 | ... | ... | ... | ... | ... | 494,1 | ... | ... |
| 1899 | 5,204,5 | ... | ... | 5,3 | ... | ... | 18,0 | ... | ... | ... | ... | ... | 505,1 | ... | ... |
| 1900 | 52,85,2 | ... | ... | 4,8 | ... | ... | 14,0 | ... | ... | 1 | ... | ... | 519,4 | ... | ... |
| 1901 | 5,387,9 | 7·99 | 1·44 | 6,0 | 32·37 | 1·99 | 12,0 | 31·35 | 6·70 | 5,3 | 44·71 | 6·56 | 610,9 | 14·82 | 0·55 |
| **TOTAL OF ALL CLASSES.** | | | | | | | | | | | | | | | |
| 1897 | 14,025,7 | 19·88 | 2·64 | 10,545,7 | 48·03 | 2·12 | 1,293,1 | 49·09 | 2·33 | ... | ... | ... | 11,411,5 | 31·71 | 2·25 |
| 1898 | 13,906,2 | 16·44 | 2·64 | 10,845,4 | 48·02 | 2·12 | 1,212,1 | 48·37 | 2·37 | ... | ... | ... | 9,543,6 | 32·49 | 2·30 |
| 1899 | 16,906,0 | 18·68 | 2·64 | 11,197,6 | 49·31 | 2·13 | 1,230,8 | 49·90 | 2·38 | 18,7 | 43·35 | 2·28 | 8,291,7 | 29·54 | 2·36 |
| 1900 | 17,849,6 | 19·97 | 2·60 | 11,112,9 | 47·78 | 2·12 | 1,312,3 | 48·91 | 2·34 | 588,3 | 48·82 | 2·13 | 9,091,5 | 32·10 | 2·32 |
| 1901 | 18,143,8 | 20·79 | 2·61 | 12,873,7 | 48·31 | 2·12 | 1,408,8 | 47·47 | 2·32 | 1,176,5 | 54·74 | 2·15 | 12,277,4 | 34·82 | 2·42 |
| **AVERAGE COST OF CARRYING EACH PASSENGERS IN PIES.** | | | | | | | | | | | | | | | |
| 1897 | | 1·83 | | | 0·98 | | | 0·88 | | | ... | | | 0·96 | |
| 1898 | | 1·40 | | | 0·81 | | | 0·85 | | | ... | | | 1·07 | |
| 1899 | | 1·39 | | | 0·78 | | | 0·82 | | | 1·44 | | | 1·19 | |
| 1900 | | 1·39 | | | 0·87 | | | 0·87 | | | 1·32 | | | 1·11 | |
| 1901 | | 1·31 | | | 0·79 | | | 0·78 | | | 1·27 | | | 0·95 | |
| **AVERAGE FROFIT FORM CARRIAGE OF EACH PASSENGER IN PIES.** | | | | | | | | | | | | | | | |
| 1897 | | 0·76 | | | 1·15 | | | 1·45 | | | ... | | | 1·29 | |
| 1898 | | 1·19 | | | 1·31 | | | 1·52 | | | ... | | | 1·23 | |
| 1899 | | 1·21 | | | 1·35 | | | 1·56 | | | 0·84 | | | 1·17 | |
| 1900 | | 1·17 | | | 1·25 | | | 1·47 | | | 0·81 | | | 1·21 | |
| 1901 | | 1·30 | | | 1·33 | | | 1·54 | | | 0·88 | | | 1·47 | |

* Includes Godhra-Rutlam-Nagda (5′6″ gauge) railway, but excludes Gaekwar's Dabhoi and Rajpipla (2′ 6″ gauge) railways.
† Excludes-Godhra-Rutlam-Nagda (5′ 6″ gauge) railway. ‡ Third class by mail trains. § Third class by other than mail trains.

*N.B.*—The average distance and average rate for the season tickets for the years 1897

# DIX 14—*continued.*



*distance travelled by, and average rate charged to, each passenger.*

24 and 27 of Report).

| | 3′ 3⅜″ GAUGE. | | | | | | | | | | | | GAUGE. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 12 | | | 13 | | | 14 | | | 15 | | | CLASS: No. |
| SYSTEM. Nilgiri. (d) (3′ 3⅜″) | BENGAL DOOARS. | | | DIBRU-SADIYA. | | | ASSAM-BENGAL. | | | DEOGHUR. | | | RAILWAY. |
| Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Calendar year. |
| **1ST CLASS PASSENGERS.** | | | | | | | | | | | | | | | |
| ... | ... | .... | 6 | 17·73 | 31·17 | 3,8 | 20·84 | 22·28 | 2,7 | 67·81 | 15·75 | 1,0 | 4·79 | 20·04 | 1897 |
| ... | ... | ... | 6 | 23·72 | 25·35 | 4,1 | 19·48 | 22·14 | 3,3 | 65·77 | 15·27 | 1,0 | 4·79 | 20·04 | 1898 |
| 1,5 | 19·04 | 76·00 | 5 | 23·80 | 26·22 | 4,3 | 21·39 | 22·92 | 3,8 | 61·92 | 15·07 | 1,0 | 4·79 | 20·04 | 1899 |
| 3,2 | 21·55 | 76·00 | 6 | 23·69 | 27·36 | 3,8 | 21·86 | 22·18 | 3,9 | 63·76 | 15·23 | 1,0 | 4·79 | 20·04 | 1900 |
| 3,3 | 21·07 | 76·00 | 7 | 16·68 | 20·67 | 4,1 | 19·92 | 22·10 | 4,0 | 66·90 | 15·15 | 2,2 | 4·79 | ... §§ | 1901 |
| **2ND CLASS PASSENGERS.** | | | | | | | | | | | | | | | |
| ... | ... | ... | 1,5 | 17·11 | 18·36 | 2,3 | 24·35 | 11·04 | 5,7 | 48·42 | 8·08 | ... | ... | ... | 1897 |
| ... | ... | ... | 1,5 | 23·59 | 14·02 | 2,9 | 21·58 | 11·31 | 6,6 | 54·94 | 7·69 | ... | ... | ... | 1898 |
| 2,9 | 16·19 | 38·00 | 1,0 | 21·19 | 14·88 | 2,9 | 23·17 | 11·28 | 8,7 | 54·89 | 7·73 | ... | ... | ... | 1899 |
| 5,7 | 19·56 | 38·00 | 1,5 | 19·67 | 16·20 | 2,9 | 22·30 | 11·31 | 9,2 | 53·22 | 7·62 | ... | ... | ... | 1900 |
| 5,9 | 22·56 | 38·00 | 1,9 | 16·43 | 16·82 | 3,0 | 20·86 | 11·38 | 10,3 | 56·13 | 7·70 | ... | ... | ... | 1901 |
| **INTERMEDIATE CLASS PASSENGERS.** | | | | | | | | | | | | | | | |
| ... | ... | ... | 1,2 | 24·59 | 4·90 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1897 |
| ... | ... | ... | 1,2 | 24·70 | 4·82 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1898 |
| ... | ... | ... | 1,6 | 23·47 | 4·61 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1899 |
| ... | ... | ... | 1,5 | 21·90 | 4·98 | ... | ... | ... | 1,2 | 43·28 | 4·50 | ... | ... | ... | 1900 |
| ... | ... | ... | 2,5 | 17·87 | 5·00 | ... | ... | ... | 5,1 | 47·72 | 4·59 | ... | ... | ... | 1901 |
| **3RD OR LOWEST CLASS PASSENGERS.** | | | | | | | | | | | | | | | |
| ... | ... | ... | 129,8 | 16·58 | 3·00 | 031,9 | 21·17 | 4·00 | 938,2 | 32·76 | 3·00 | 179,7 | 4·79 | 5·69 | 1897 |
| ... | ... | ... | 145,6 | 16·04 | 3·00 | 229,0 | 20·44 | 4·02 | 1,208,2 | 33·49 | 3·00 | 188,9 | 4·79 | 5·53 | 1898 |
| 45,1 | 10·97 | 7·42 | 161,4 | 16·03 | 3·00 | 236,7 | 22·55 | 4·00 | 1,419,1 | 39·21 | 3·00 | 222,0 | 4·79 | 5·11 | 1899 |
| 73,3 | 11·84 | 7·50 | 217,9 | 15·35 | 3·00 | 272·3 | 20·30 | 4·00 | 1,532,5 | 35·20 | 3·00 | 231,0 | 4·79 | 4·27 | 1900 |
| 65,8 | 16·72 | 7·00 | 311,2 | 15·96 | 3·00 | 282,8 | 17·63 | 4·00 | 1,720,9 | 38·34 | 3·00 | 326,7 | 4·79 | ... §§ | 1901 |
| **SEASON AND VENDORS' TICKETS.** | | | | | | | | | | | | | | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1897 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1898 |
| 5 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1899 |
| 1,2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1900 |
| 1,2 | 12·70 | 1·90 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1901 |
| **TOTAL OF ALL CLASSES.** | | | | | | | | | | | | | | | |
| ... | ... | ... | 133,1 | 16·89 | 3·34 | 238,0 | 21·20 | 4·36 | 946,6 | 32·95 | 3·12 | 180,7 | 4·79 | 5·76 | 1897 |
| ... | ... | ... | 148,9 | 16·22 | 3·31 | 236,0 | 20·44 | 4·42 | 1,218,1 | 34·68 | 3·10 | 189,9 | 4·79 | 5·69 | 1898 |
| 50,0 | 11·52 | 13·37 | 165,1 | 16·16 | 3·30 | 243,9 | 20·59 | 4·86 | 1,422,6 | 36·87 | 3·10 | 223,0 | 4·79 | 5·18 | 1899 |
| 83,4 | 12·75 | 15·10 | 221,5 | 15·45 | 3·24 | 279,0 | 20·34 | 4·35 | 1,546,8 | 36·37 | 3·09 | 232,0 | 4·79 | 5·34 | 1900 |
| 76,2 | 17·30 | 13·71 | 316,3 | 15·98 | 3·16 | 289,9 | 17·70 | 4·38 | 1,740,3 | 38·54 | 3·09 | 328,9 | 4·79 | 5·62 | 1901 |
| **AVERAGE COST OF CARRYING EACH PASSENGER IN PIES.** | | | | | | | | | | | | | | | |
| | | ... | | | 3·00 | | | 3·06 | | | 2·07 | | | | 1897 |
| | | ... | | | 3·90 | | | 3·36 | | | 1·82 | | | | 1898 |
| | | ... | | | 3·78 | | | 3·00 | | | 1·25 | Information not furnished. | | | 1899 |
| | | ... | | | 3·48 | | | 2·52 | | | 1·37 | | | | 1900 |
| | | 7·89 | | | 2·88 | | | 3·00 | | | 1·80 | | | 3·54 | 1901 |
| **AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES.** | | | | | | | | | | | | | | | |
| | | ... | | | 0·34 | | | 1·30 | | | 1·05 | | | | 1897 |
| | | ... | | | −0·59 | | | 1·06 | | | 1·28 | | | | 1898 |
| | | ... | | | −0·48 | | | 1·86 | | | 1·85 | Information not furnished. | | | 1899 |
| | | ... | | | −0·22 | | | 1·83 | | | 1·72 | | | | 1900 |
| | | 5·82 | | | 0·18 | | | 1·38 | | | 1·29 | | | 2·08 | 1901 |

** Excludes Bengal Dooars extensions. || Excludes Ledo and Tikak Margherita colliery branch railway. ¶ Intermediate class introduced from 1st October 1900.

to 1900 are included under the several classes, as the information is not available separately. §§ Information not furnished.

*P. T. O.*

# Appendix 14.
Number of Passengers.



*Number of passengers carried by each railway, and average*

(Referred to in paragraphs

| GAUGE | 3′ 3⅜″ GAUGE—*continued.* | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CLASS: No. | 16 | | | 17 | | | | | | 18 | | | 19 | | | 20 | | |
| RAILWAY. | BENGAL AND NORTH-WESTERN. | | | ROHILKUND AND KUMAON SYSTEM. ROHILKUND AND KUMAON (*a*) and (*b*). | | | POWAYAN LIGHT. (*c*) | | | JODHPUR-BIKANER. | | | UDAIPUR-CHITOR. | | | BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR. | | |
| Calendar year. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. |
| **1ST CLASS PASSENGERS.** | | | | | | | | | | | | | | | | | | |
| 1897 | 17,9 | 22'46 | 21'24 | 4,5 | 52'38 | 27'22 | ... | ... | ... | 1,4 | 71'15 | 18'00 | 3 | 62'05 | 14'35 | 7,2 | 47'23 | 11'08 |
| 1898 | 16,5 | 28'44 | 21'43 | 4,7 | 53'33 | 27'02 | ... | ... | ... | 1,7 | 79'26 | 18'00 | 4 | 67'19 | 16'34 | 8,5 | 48'99 | 11'10 |
| 1899 | 17,5 | 33'27 | 17'03 | 4,6 | 52'74 | 26'64 | ... | ... | ... | 1,2 | 80'32 | 18'00 | 8 | 36'82 | 18'00 | 7,8 | 48'65 | 11'01 |
| 1900 | 17,2 | 40'96 | 12'67 | 4,6 | 50'02 | 26'37 | ... | ... | ... | 1,0 | 78'88 | 18'00 | 4 | 60'11 | 17'96 | 6,7 | 45'48 | 11'13 |
| 1901 | 18,5 | 41'56 | 12'69 | 5,5 | 52'38 | 26'47 | 3 | .... | ... | 2,7 | 96'00 | 14'40 | 5 | 56'08 | 17'99 | 6,8 | 46'80 | 11'24 |
| **2ND CLASS PASSENGERS.** | | | | | | | | | | | | | | | | | | |
| 1897 | 25,3 | 32'05 | 10'01 | 15,8 | 68'26 | 10'23 | ... | ... | ... | 7,2 | 70'47 | 6'00 | 1,5 | 51'17 | 7'74 | 56,0 | 42'98 | 5'45 |
| 1898 | 24,6 | 31'94 | 10'17 | 17,4 | 69'98 | 9'77 | ... | ... | ... | 7,0 | 68'82 | 6'00 | 1,4 | 56'42 | 8'56 | 57,4 | 41'20 | 5'45 |
| 1899 | 25,3 | 41'13 | 7'87 | 15,9 | 63'57 | 11'17 | ... | ... | ... | 6,9 | 69'76 | 6'00 | 1,3 | 51'55 | 9'00 | 60,2 | 42'71 | 5'44 |
| 1900 | 28,7 | 46'63 | 6'06 | 15,9 | 69'51 | 9'82 | ... | ... | ... | 7,1 | 66'80 | 6'00 | 1,1 | 57'32 | 9'00 | 48,8 | 42'04 | 5'44 |
| 1901 | 32,0 | 51'66 | 5'89 | 19,4 | 83'25 | 7'79 | 5 | ... | ... | 16,8 | 80'00 | 5'96 | 1,3 | 57'32 | 9'00 | 46,9 | 42'80 | 5'55 |
| **INTERMEDIATE CLASS PASSENGERS.** | | | | | | | | | | | | | | | | | | |
| 1897 | 68,4 | 24'82 | 4'86 | 9,6 | 38'74 | 4'00 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1898 | 62,2 | 26'10 | 5'04 | 10,7 | 46'13 | 4'00 | ... | ... | ... | ... | ... | ... | 2,2 | 52'06 | 4'00 | ... | ... | ... |
| 1899 | 65,7 | 33'65 | 4'01 | 11,7 | 39'41 | 4'01 | ... | ... | ... | ... | ... | ... | 1,9 | 51'34 | 3'00 | 1,6 | 50'88 | 4'00 |
| 1900 | 79,7 | 42'97 | 3'06 | 11,5 | 40'54 | 3'75 | ... | ... | ... | ... | ... | ... | 2,4 | 56'04 | 3'00 | 42,6 | 38'08 | 4'82 |
| 1901 | 112,4 | 43'95 | 3'04 | 14,0 | 40'13 | 4'00 | ... | ... | ... | ... | ... | ... | 2,5 | 51'46 | 3'00 | 45,2 | 46'29 | 4'00 |
| **3RD OR LOWEST CLASS PASSENGERS.** | | | | | | | | | | | | | | | | | | |
| 1897 | 5,724,8 | 33'97 | 2'00 | 950,2 | 33'23 | 2'20 | ... | ... | ... | 761,1 | 54'61 | 2'00 | 179,8 | 36'52 | 2'25 | 1,850,5 | 33'37 | 2'75 |
| 1898 | 6,682,8 | 33'86 | 2'00 | 1,088,2 | 33'52 | 2'20 | ... | ... | ... | 760,0 | 54'42 | 2'00 | 175,9 | 41'24 | 2'05 | 1,568,3 | 34'01 | 2'75 |
| 1899 | 6,916,6 | 35'54 | 2'00 | 1,139,7 | 33'88 | 2'20 | ... | ... | ... | 869,1 | 54'47 | 2'00 | 185,8 | 42'84 | 2'00 | 1,811,0 | 34'27 | 2'75 |
| 1900 | 7,871,8 | 33'88 | 2'00 | 1,186,0 | 34'64 | 2'18 | ... | ... | ... | 778,5 | 53'58 | 2'00 | 165,4 | 43'00 | 2'00 | 1,722,4 | 32'63 | 2'75 |
| 1901 | 9,637,3 | 36'02 | 2'00 | 1,500,2 | 33'56 | 2'19 | 221,1 | ... | ... | 1,447,6 | 50'00 | 2'05 | 184,8 | 45'44 | 1'99 | 1,724,4 | 34'78 | 2'75 |
| **SEASON AND VENDORS' TICKETS.** | | | | | | | | | | | | | | | | | | |
| 1897 | 51,2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3,7 | ... | ... |
| 1898 | 60,9 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 | ... | ... | 2,6 | ... | ... |
| 1899 | 69,7 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 4 | ... | ... | 2,5 | ... | ... |
| 1900 | 67,6 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 5 | ... | ... | 16,1 | ... | ... |
| 1901 | 1,6 | 40'00 | 3'43 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 18,9 | 4'19 | 3'20 |
| **TOTAL OF ALL CLASSES.** | | | | | | | | | | | | | | | | | | |
| 1897 | 5,887,6 | 33'84 | 2'10 | 980,1 | 39'87 | 2'67 | ... | ... | ... | 769,2 | 54'79 | 2'08 | 181,6 | 36'76 | 2'35 | 1,917,4 | 33'70 | 2'89 |
| 1898 | 6,247,0 | 33'76 | 2'10 | 1,121,0 | 34'23 | 2'62 | ... | ... | ... | 768,7 | 54'62 | 2'09 | 180,1 | 41'54 | 2'20 | 1,636,8 | 34'34 | 2'93 |
| 1899 | 7,094,8 | 33'57 | 2'07 | 1,171,9 | 34'42 | 2'59 | ... | ... | ... | 877,2 | 54'63 | 2'07 | 190,2 | 42'96 | 2'12 | 1,883,1 | 34'62 | 2'90 |
| 1900 | 8,065,0 | 34'03 | 2'06 | 1,218,0 | 34'64 | 2'53 | ... | ... | ... | 786,6 | 53'73 | 2'07 | 169,8 | 43'28 | 2'13 | 1,836,6 | 33'05 | 2'93 |
| 1901 | 9,801,8 | 36'17 | 2'06 | 1,539,1 | 34'31 | 2'52 | 221,9 | ... | ... | 1,467,1 | 51'00 | 2'16 | 189,1 | 45'63 | 2'12 | 1,842,2 | 35'00 | 2'92 |
| **AVERAGE COST OF CARRYING EACH PASSENGER IN PIES.** | | | | | | | | | | | | | | | | | | |
| 1897 | 0'77 | | | 1'07 | | | ..... | | | 0'72 | | | * | | | 1'53 | | |
| 1898 | 0'82 | | | 1'05 | | | ..... | | | 0'89 | | | 1'50 | | | 1'83 | | |
| 1899 | 0'90 | | | 1'08 | | | ..... | | | 0'84 | | | 1'35 | | | 1'53 | | |
| 1900 | 0'94 | | | 1'02 | | | ..... | | | 0'98 | | | 1'35 | | | 1'52 | | |
| 1901 | 0'82 | | | 1'06 | | | ..... | | | 1'22 | | | 1'54 | | | 1'62 | | |
| **AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES.** | | | | | | | | | | | | | | | | | | |
| 1897 | 1'33 | | | 1'60 | | | ..... | | | 1'36 | | | * | | | 1'36 | | |
| 1898 | 1'28 | | | 1'57 | | | ..... | | | 1'20 | | | 0'70 | | | 1'10 | | |
| 1899 | 1'17 | | | 1'51 | | | ..... | | | 1'23 | | | 0'37 | | | 1'37 | | |
| 1900 | 1'12 | | | 1'51 | | | ..... | | | 1'09 | | | 0'78 | | | 1'41 | | |
| 1901 | 1'24 | | | 1'46 | | | ..... | | | 0'94 | | | 0'58 | | | 1'30 | | |

* Included with Rajputana-Malwa railway. † Fares by mail train between Madras and

*N.B.*—The average distance and average rate for season and vendors' tickets for the year

## DIX 14—*continued.*



*distance travelled by, and average rate charged to, each passenger*

24 and 27 of report.)

| 3′ 3⅜″ GAUGE.—*concluded.* | | | | | | | | | | | 2′ 6″ GAUGE. | | | GAUGE. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21 | | | 22 | | | 23 | | | 24 | | | 25 | | | Class: No. |
| SOUTHERN MAHARATTA. | | | WEST OF INDIA PORTUGUESE. | | | SOUTH INDIAN. | | | BURMA. | | | MORVI. | | | RAILWAY. |
| Number in hundreds. | Average distance travelled by each, in miles | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Calendar year. |
| **1ST CLASS PASSENGERS.** | | | | | | | | | | | | | | | |
| 18,9 | 89·07 | 11·37 | 1,2 | 17·61 | 12·00 | 16,4 | 52·55 | 11·83 | 20,8 | 55·67 | 13·80 | 1,8 | 56·83 | 14·36 | 1897 |
| 16,2 | 100·90 | 11·33 | 1,1 | 20 30 | 12·00 | 16,6 | 56·71 | 11·68 | 23,3 | 48·81 | 13·97 | 2,5 | 53·35 | 14·30 | 1898 |
| 15,6 | 88·57 | 11·33 | 1,9 | 15·41 | 12·00 | 16,8 | 54·05 | 11·65 | 22,9 | 48·92 | 13·83 | 1,9 | 54·42 | 14·64 | 1899 |
| 17,0 | 93·96 | 11·26 | 1,7 | 18·29 | 12·00 | 16,7 | 51·11 | 11·62 | 22,8 | 54·40 | 14·35 | 1,6 | 58·15 | 14·65 | 1900 |
| 15,8 | 98·03 | 11·27 | 1,8 | 18·87 | 12·00 | 18,1 | 79·00 | 11·81 | 25,3 | 66·85 | 15·01 | 1,8 | 56·56 | 12 50 | 1901 |
| **2ND CLASS PASSENGERS.** | | | | | | | | | | | | | | | |
| 54,2 | 94·16 | 4·89 | 8,7 | 14·28 | 6·00 | 152,9 | 40·45 | 4·65 | 237,3 | 26·38 | 5·54 | 8,1 | 54·18 | 7·21 | 1897 |
| 47,8 | 91·72 | 5·01 | 8,5 | 14·34 | 6·00 | 99,1 | 45·58 | 5·69 | 170,0 | 26·62 | 6·64 | 9,8 | 53·83 | 7·26 | 1898 |
| 69,9 | 75·33 | 5·32 | 11,0 | 14·07 | 6 00 | 93,5 | 47·51 | 5·85 | 163,1 | 25·84 | 6·46 | 9,3 | 54 02 | 7·38 | 1899 |
| 68,2 | 79·65 | 5·34 | 12,5 | 14·72 | 6·00 | 91,2 | 55·16 | 5·11 | 149,7 | 30·98 | 6·83 | 8,7 | 56·24 | 7·35 | 1900 |
| 58,5 | 86·47 | 5·08 | 11,1 | 15·10 | 6·00 | 100,0 | 55·65 | 5·90 | 154,1 | 47·72 | 6 72 | 10,2 | 59·33 | 6·27 | 1901 |
| **INTERMEDIATE CLASS PASSENGERS.** | | | | | | | | | | | | | | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 36,1 | 193·00 | 3·34 | ... | ... | ... | 1897 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 103,6 | 90·67 | 3·74 | ... | ... | ... | 1898 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 86,7 | 60·75 | 3·70 | ... | ... | ... | 1899 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ‡ | ... | ... | ... | ... | ... | 1900 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1901 |
| **3RD OR LOWEST CLASS PASSENGERS.** | | | | | | | | | | | | | | | |
| 6,332,6 | 37·56 | 2·00 | 174,1 | 15·80 | 2·50 | 13,832,9 | 32·16 | 2·00 | 8,717,0 | 28·62 | 2·87 | 300,5 | 43 94 | 2·91 | 1897 |
| 3,777,8 | 40·66 | 2·00 | 154,4 | 15·37 | 2·50 | 12,579,4 | 30·91 | 1·99 | 9,686,3 | 27·33 | 2·65 | 263,6 | 42·68 | 3 01 | 1898 |
| 3,157,0 | 43·30 | 2·00 | 209,0 | 14·16 | 2·50 | 12,449,1 | 30·19 | 2·00 | 9,678,4 | 27·59 | 2 66 | 281,1 | 43·70 | 3·00 | 1899 |
| 5,291,5 | 41·10 | 2·00 | 229,3 | 13 90 | 2·50 | 13,002,8 | 32 89 | †2·00 | 10,576,4 | 27 15 | 3·01 | 282,9 | 43 15 | 3·00 | 1900 |
| 5,836,1 | 40·06 | 2·03 | 237,6 | 13·69 | 2·50 | 13,591,8 | 33·69 | 2·01 | 11,376,0 | 26·10 | 3 04 | 290,6 | 46·64 | 2·84 | 1901 |
| **SEASON AND VENDORS' TICKETS.** | | | | | | | | | | | | | | | |
| 14,8 | ... | ... | ... | ... | ... | 188,3 | ... | ... | 63,2 | ... | ... | ... | ... | ... | 1897 |
| 3,9 | ... | ... | ... | ... | ... | 202,4 | ... | ... | 73,3 | ... | ... | ... | ... | ... | 1898 |
| 10,0 | ... | ... | ... | ... | ... | 196,8 | ... | ... | 103,5 | ... | ... | ... | ... | ... | 1899 |
| 13,7 | ... | ... | ... | ... | ... | 261,1 | ... | ... | 96,9 | ... | ... | ... | ... | ... | 1900 |
| 17,0 | 19·04 | 1·07 | ... | ... | ... | 325,2 | 15·29 | 0·58 | 95,2 | 6·82 | 3·09 | ... | ... | ... | 1901 |
| **TOTAL OF ALL CLASSES.** | | | | | | | | | | | | | | | |
| 6,420,5 | 38·19 | 2·12 | 184,0 | 15·74 | 2·72 | 14,190,5 | 32·30 | 2·06 | 9,074,4 | 29·28 | 3·02 | 311,0 | 44·30 | 3·14 | 1897 |
| 3,845,7 | 41·55 | 2·17 | 164,0 | 15·35 | 2·76 | 12,897,5 | 31·09 | 2·07 | 10,056,5 | 28·03 | 2 83 | 275,9 | 43·17 | 3·33 | 1898 |
| 3,252,5 | 44·21 | 2·21 | 221,9 | 14·16 | 2·76 | 12,756,2 | 30 37 | 2·07 | 10,054,6 | 27·90 | 2·82 | 292,3 | 44·10 | 3·27 | 1899 |
| 5,390,4 | 41·75 | 2·14 | 243,5 | 13·98 | 2·78 | 13,371,8 | 33·10 | 2·07 | 10,845,8 | 27·31 | 3·16 | 293,2 | 43 57 | 3·25 | 1900 |
| 5,927,4 | 40·62 | 2·16 | 250,5 | 13·79 | 2·76 | 14,035,1 | 33·47 | 2·11 | 11,630,6 | 26·31 | 3·20 | 302,6 | 47·13 | 3·05 | 1901 |
| **AVERAGE COST OF CARRYING EACH PASSENGER IN PIES.** | | | | | | | | | | | | | | | |
| 1·11 | | | 8·86 | | | 0·95 | | | 1·21 | | | 1·56 | | | 1897 |
| 1·52 | | | 9·01 | | | 1·07 | | | 1·27 | | | 2·16 | | | 1898 |
| 1·44 | | | 5·18 | | | 0·94 | | | 1·29 | | | 2·28 | | | 1899 |
| 1·27 | | | 8·01 | | | 0·92 | | | 1·29 | | | 1·92 | | | 1900 |
| 1 50 | | | 7·08 | | | 0·82 | | | 1·41 | | | 2·14 | | | 1901 |
| **AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES.** | | | | | | | | | | | | | | | |
| 1·01 | | | −6·14 | | | 1·11 | | | 1·81 | | | 1·58 | | | 1897 |
| 0·65 | | | −6·25 | | | 1·00 | | | 1·56 | | | 1·17 | | | 1898 |
| 0·77 | | | −2·42 | | | 1·13 | | | 1 53 | | | 0·99 | | | 1899 |
| 0·87 | | | −5·23 | | | 1·15 | | | 1·87 | | | 1·33 | | | 1900 |
| 0·66 | | | −1·02 | | | 1·29 | | | 1 79 | | | 0·91 | | | 1901 |

Tuticorin raised to 2·50 pies per mile from the 1st November 1900. ‡ Intermediate class abolished.

1897 to 1900 are included under the several classes, as the information is not available separately.

*P. T. O.*

## Appendix 14.
Number of Passengers.

APPEN

*Number of passengers carried by each railway, and average*

Referred to in paragraph

| GAUGE. | 3' 6" GAUGE.—*concluded.* | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CLASS OF No. | 26 | | | 27 | | | 28 | | | 29 | | |
| Railway. | BÁRSI. | | | TÁRAKESHWAR-MAGRA. | | | RÁNAGHAT-KRISHNAGAR. | | | TEZPUR-BÁLIPARA. | | |
| Calendar Year. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. |
| **1ST CLASS PASSENGERS.** | | | | | | | | | | | | |
| 1897 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1898 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1899 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1900 | ... | ... | ... | ... | ... | ... | 3 | ... | ... | ... | ... | ... |
| 1901 | ... | ... | ... | 2 | 3'77 | 21'91 | ... | ... | ... | 2,5 | ... | ... |
| **2ND CLASS PASSENGERS.** | | | | | | | | | | | | |
| 1897 | 8 | 21'26 | 11'44 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1898 | 8 | 23'21 | 14'85 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1899 | 7 | 21'35 | 23'56 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1900 | 7 | 21'37 | 22'02 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1901 | 5 | 21'92 | 23'57 | 8 | 8'20 | 10'55 | ... | ... | ... | ... | ... | ... |
| **INTERMEDIATE CLASS PASSENGERS.** | | | | | | | | | | | | |
| 1897 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1898 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1899 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1900 | ... | ... | ... | ... | ... | ... | 11,7 | ... | ... | ... | ... | ... |
| 1901 | ... | ... | ... | 8,0 | 7'74 | 4'44 | ... | ... | ... | 7 | ... | ... |
| **3RD OR LOWEST CLASS PASSENGERS.** | | | | | | | | | | | | |
| 1897 | †57,2 | 18'95 | 3'00 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1898 | 49,7 | 19'44 | 3'00 | ‡371,1 | ... | ... | ... | ... | ... | ‡118,5 | ... | ... |
| 1899 | 54,0 | 20'48 | 3'00 | ‡326,3 | ... | ... | ‡156,5 | ... | ... | ‡136,8 | ... | ... |
| 1900 | 64,5 | 20'65 | 3'00 | ‡393,1 | ... | ... | 226,2 | ... | ... | ‡144,9 | ... | ... |
| 1901 | 76,8 | 20'70 | 3'00 | 401,4 | 9'92 | 3'01 | ‡226,1 | ... | ... | 103,8 | ... | ... |
| **SEASON AND VENDORS' TICKETS.** | | | | | | | | | | | | |
| 1897 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1898 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1899 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1900 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1901 | ... | ... | ... | 8,6 | 9'00 | 4'25 | ... | ... | ... | 9,0 | ... | ... |
| **TOTAL OF ALL CLASSES.** | | | | | | | | | | | | |
| 1897 | 58,0 | 18'98 | 3'13 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1898 | 50,5 | 19'50 | 3'22 | 371,1 | ... | ... | ... | ... | ... | 118,5 | ... | ... |
| 1899 | 54,7 | 20'49 | 3'26 | 326,3 | ... | ... | 156,5 | ... | ... | 136,8 | ... | ... |
| 1900 | 65,2 | 20'66 | 3'21 | 393,1 | ... | ... | 238,2 | ... | ... | 144,9 | ... | ... |
| 1901 | 77,3 | 20'71 | 3'14 | 419,0 | 38'63 | 3'22 | 226,1 | ... | ... | 116,0 | ... | ... |
| **AVERAGE COST OF CARRYING EACH PASSENGER IN PIES.** | | | | | | | | | | | | |
| 1897 | § | | | ... | | | ... | | | ... | | |
| 1898 | 5'93 | | | ... | | | ... | | | ... | | |
| 1899 | 2'97 | | | ... | | | ... | | | ... | | |
| 1900 | 3'02 | | | ... | | | ... | | | ... | | |
| 1901 | 2'59 | | | ... | | | ... | | | ... | | |
| **AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES.** | | | | | | | | | | | | |
| 1897 | § | | | ... | | | ... | | | ... | | |
| 1898 | 2'71 | | | ... | | | ... | | | ... | | |
| 1899 | 0'29 | | | ... | | | ... | | | ... | | |
| 1900 | 0'19 | | | ... | | | ... | | | ... | | |
| 1901 | 0'55 | | | ... | | | ... | | | ... | | |

*N.B.*—Excludes Cherra-Companyganj railway which has been closed from

* Upper class. † Lower class. ‡ Total shown under 3rd or lowest class, as details by classes are not available.

## DIX 14—*concluded.*



*distance travelled by, and average rate charged to, each passenger.*

24 and 27 of Report.)

| 2′ 0″ GAUGE. | | | | | | | | | | | | GAUGE. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 30 | | | 31 | | | 32 | | | 33 | | | Class: No. |
| DARJEELING-HIMALAYAN. | | | HOWRAH-AMTA. | | | HOWRAH-SHEAKHALA. | | | JORHAT. | | | Railway. |
| Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Number in hundreds. | Average distance travelled by each in miles. | Average rate charged in pies. | Calendar year. |
| 1ST CLASS PASSENGERS. | | | | | | | | | | | | |
| 4,8 | 44·77 | 52·41 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1897 |
| 4,2 | 42·40 | 60·18 | 7 | ... | ... | 9 | ... | ... | ... | ... | ... | 1898 |
| 4,1 | 42·02 | 56·48 | 6 | ... | ... | 5 | ... | ... | ... | ... | ... | 1899 |
| 4,7 | 41·58 | 55·22 | 4 | ... | ... | 4 | ... | ... | ... | ... | ... | 1900 |
| 4,4 | 47·43 | 54·07 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1901 |
| 2ND CLASS PASSENGERS. | | | | | | | | | | | | |
| 11,7 | 43·55 | 27·70 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1897 |
| 12,6 | 40 10 | 29·74 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1898 |
| 11,8 | 39·68 | 28·53 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1899 |
| 10,8 | 38 68 | 29·40 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1900 |
| 13,1 | 37·59 | 33·18 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1901 |
| INTERMEDIATE CLASS PASSENGERS. | | | | | | | | | | | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1897 |
| ... | ... | ... | 24,0 | ... | ... | 13,0 | ... | ... | ... | ... | ... | 1898 |
| ... | ... | ... | 28,4 | ... | ... | 14,0 | ... | ... | ... | ... | ... | 1899 |
| ... | ... | ... | 28,0 | ... | ... | 12,2 | ... | ... | ... | ... | ... | 1900 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1901 |
| 3RD OR LOWEST CLASS PASSENGERS. | | | | | | | | | | | | |
| 45,4 | 34·29 | 11·41 | ... | ... | ... | ... | ... | ... | ‡ 57,2 | ... | ... | 1897 |
| 44,4 | 27·81 | 14·23 | 604,9 | ... | .. | 271,0 | ... | ... | 58,3 | ... | ... | 1898 |
| 44,8 | 27·80 | 13·04 | 737,5 | ... | ... | 275,8 | ... | ... | 62,0 | ... | ... | 1899 |
| 49,1 | 26·96 | 14·52 | 744,0 | ... | ... | 286,3 | ... | ... | 60,4 | ... | ... | 1900 |
| 56,4 | 28·02 | 13·23 | ‡762,4 | ... | ... | ‡302,3 | ... | ... | 76,1 | ... | ... | 1901 |
| SEASON AND VENDORS' TICKETS. | | | | | | | | | | | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1897 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1898 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1899 |
| ... | ... | ... | ... | ... | ... | — | ... | ... | ... | ... | ... | 1900 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1901 |
| TOTAL OF ALL CLASSES. | | | | | | | | | | | | |
| 61,9 | 36·85 | 19·26 | ... | ... | ... | ... | ... | ... | 57,2 | ... | ... | 1897 |
| 61,2 | 31·34 | 22·56 | 629,6 | ... | ... | 284,9 | ... | ... | 58,3 | ... | ... | 1898 |
| 60,7 | 31·14 | 20·88 | 766,5 | ... | ... | 290,3 | ... | ... | 62,0 | ... | ... | 1899 |
| 64,6 | 29·99 | 21·84 | 772,4 | ... | ... | 298,9 | ... | ... | 60,4 | ... | ... | 1900 |
| 73,9 | 30·87 | 21·27 | 762,4 | ... | ... | 302,3 | ... | ... | 76,1 | ... | ... | 1901 |
| AVERAGE COST OF CARRYING EACH PASSENGER IN PIES. | | | | | | | | | | | | |
| 6·90 | | | ... | | | ... | | | ... | | | 1897 |
| 7·44 | | | ... | | | ... | | | ... | | | 1898 |
| 7·56 | | | ... | | | ... | | | ... | | | 1899 |
| 5·76 | | | ... | | | ... | | | ... | | | 1900 |
| 7·02 | | | ... | | | ... | | | ... | | | 1901 |
| AVERAGE PROFIT FROM CARRIAGE OF EACH PASSENGER IN PIES. | | | | | | | | | | | | |
| 12·36 | | | ... | | | ... | | | ... | | | 1897 |
| 15·12 | | | ... | | | ... | | | ... | | | 1898 |
| 13·32 | | | ... | | | ... | | | ... | | | 1899 |
| 17·08 | | | ... | | | ... | | | ... | | | 1900 |
| 14·16 | | | ... | | | ... | | | ... | | | 1901 |

the 25th March 1900 and subsequently abandoned.

§ Information not available.

## Appendix 15.
Passenger earnings.



*Gross earnings in* thousands *of rupees from*

(Referred to in

*N. B.*—A reference to Appendix 2 will furnish the key to

| GAUGE. | 5′ 6″ GAUGE. | | | | | | | | | | | | | | | | 3′ 3⅜″ GAUGE | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CLASS: No. | 1 | 2 | | 3 | 4 | | 6 | 7 | 8 | | 9 | | 10 | | 11 | | 12 | 13 | 14 |
| | | E. B. SYSTEM. | | | | | | | G. I. P. SYSTEM. | | B. B. & C. I. SYSTEM. | | N. G. S. SYSTEM. | | M. SYSTEM. | | | | |
| Calendar year. | E. I. | 5′ 6″ gauge. (*a*) | Other gauages. (*b*) to (*e*) | B. C. | B. N. (*a*) and (*b*). | E. C. | O. & R. (*a*) to (*c*) | N. W. (*a*) to (*f*). | G. I. P. (*a*) to (*c*). | I. M. (*d*) to (*h*). | B. B. & C. I. (*a*) to (*e*) & (*k*) & (*l*). | R. M. (*f*) to (*j*) | N. G. S. (*a*) & (*b*). | H. G. V. (*c*). | M. (*a*) to (*c*). | N. (*d*). | B. D. | D. S. | A. B. |
| | 1ST CLASS PASSENGERS. | | | | | | | | | | | | | | | | | | |
| 1897 . . | 6,29 | 1,03 | 70 | 6 | 37 | 26 | 1,12 | 3,96 | 4,64 | 1,18 | 1,20 | 1,25 | 46 | ... | 1,94 | ... | 2 | 9 | 15 |
| 1898 . . | 6,92 | 95 | 65 | 6 | 44 | 30 | 1,20 | 4,26 | 5,17 | 1,22 | 1,26 | 1,28 | 52 | ... | 1,99 | ... | 2 | 9 | 17 |
| 1899 . . | 6,86 | 1,06 | 56 | 7 | 53 | 52 | 1,22 | 3,77 | 5,51 | 1,30 | 1,41 | 1,33 | 52 | ... | 1,98 | 11 | 2 | 11 | 18 |
| 1900 . . | 6,75 | 1,07 | 58 | 7 | 71 | 74 | 1,52 | 3,64 | 5,27 | 1,18 | 1,36 | 1,20 | 46 | 9 | 1,98 | 28 | 2 | 10 | 20 |
| 1901 . . | 6,40 | 1,00 | 60 | 6 | 1,21 | ‖ | 1,55 | 3,84 | 5,22 | 1,26 | 1,46 | 1,32 | 40 | 21 | 2,53 | 27 | 2 | 9 | 21 |
| | 2ND CLASS PASSENGERS. | | | | | | | | | | | | | | | | | | |
| 1897 . . | 8,16 | 1,07 | 83 | 21 | 38 | 33 | 1,60 | 4,87 | 7,50 | 1,59 | 3,75 | 2,15 | 77 | ... | 2,46 | ... | 3 | 3 | 12 |
| 1898 . . | 8,42 | 1,16 | 89 | 26 | 42 | 30 | 1,69 | 6,01 | 7,53 | 1,77 | 3,45 | 2,22 | 73 | ... | 2,50 | ... | 3 | 4 | 15 |
| 1899 . . | 8,56 | 1,18 | 87 | 23 | 62 | 64 | 1,66 | 4,78 | 8,14 | 1,72 | 4,55 | 2,22 | 76 | 1 | 2,80 | 9 | 3 | 4 | 19 |
| 1900 . . | 8,89 | 1,18 | 87 | 22 | 85 | 74 | 2,18 | 4,57 | 7,45 | 1,55 | 4,38 | 2,03 | 69 | 20 | 2,77 | 22 | 3 | 4 | 20 |
| 1901 . . | 8,77 | 1,26 | 97 | 23 | 1,75 | ‖ | 2,43 | 5,21 | 8,71 | 1,91 | 4,56 | 2,47 | 74 | 49 | 3,44 | 27 | 3 | 4 | 23 |
| | INTERMEDIATE CLASS PASSENGERS. | | | | | | | | | | | | | | | | | | |
| 1897 . . | 11,87 | 3,00 | 1,38 | 55 | 27 | 4 | 1,98 | 8,48 | 5,93 | 4,79 | 6,21 | 2,41 | 1,42 | ... | ... | ... | 1 | ... | ... |
| 1898 . . | 12,92 | 2,98 | 1,54 | 35 | 26 | 10 | 2,88 | 7,45 | 5,57 | 4,22 | 5,07 | 2,43 | 1,16 | ... | ... | ... | 1 | ... | ... |
| 1899 . . | 13,10 | 3,00 | 1,42 | 34 | 37 | 19 | 2,67 | 8,00 | 6,52 | 4,05 | 6,61 | 2,77 | 1,17 | ... | ... | ... | 1 | ... | ... |
| 1900 . . | 14,28 | 2,84 | 1,61 | 35 | 52 | 34 | 3,10 | 9,39 | 7,73 | 3,77 | 6,77 | 2,92 | 1,14 | ... | ... | ... | 1 | ... | † |
| 1901 . . | 15,37 | 3,10 | 1,77 | 42 | 1,86 | ‖ | 3,62 | 11,64 | 8,78 | 4,05 | 7,24 | 3,18 | 1,25 | ... | 42 | ... | 1 | ... | 6 |
| | 3RD CLASS PASSENGERS. | | | | | | | | | | | | | | | | | | |
| 1897 . . | 1,31,53 | 18,79 | 16,42 | 5,20 | 11,24 | 12,92 | 27,64 | 81,41 | 42,94 | 12,34 | 24,85 | 56,21 | 5,05 | ... | 35,38 | ... | 34 | 1,02 | 4,80 |
| 1898 . . | 1,38,58 | 19,33 | 17,03 | 5,27 | 10,90 | 12,48 | 31,12 | 90,47 | 34,81 | 12,98 | 19,02 | 51,65 | 4,77 | ... | 30,22 | ... | 37 | 98 | 6,51 |
| 1899 . . | 1,42,73 | 20,55 | 18,08 | 5,48 | 17,91 | 18,57 | 32,93 | 94,26 | 41,71 | 14,04 | 27,59 | 54,73 | 4,96 | 8 | 25,14 | 19 | 40 | 1,01 | 8,20 |
| 1900 . . | 1,53,63 | 20,86 | 22,08 | 5,78 | 28,36 | 22,22 | 36,04 | 1,00,51 | 45,31 | 15,06 | 32,65 | 52,55 | 5,34 | 2,88 | 30,25 | 34 | 52 | 1,15 | 8,67 |
| 1901 . . | 1,64,82 | 21,21 | 22,02 | 6,24 | 49,08 | ‖ | 43,89 | 1,09,35 | 56,87 | 17,82 | 34,69 | 61,56 | 5,54 | 6,44 | 47,17 | 40 | 77 | 1,04 | 10,31 |
| | SEASON AND VENDORS' TICKETS OF ALL CLASSES. | | | | | | | | | | | | | | | | | | |
| 1897 . . | 1,15 | 93 | 4 | 17 | 3 | 2 | ... | ... | 1,47 | ... | 2,32 | ... | 1 | ... | 24 | ... | ... | ... | ... |
| 1898 . . | 1,25 | 1,04 | 5 | 17 | 3 | 1 | ... | ... | 1,56 | ... | 2,61 | 1 | 4 | ... | 20 | ... | ... | ... | ... |
| 1899 . . | 1,29 | 1,10 | 5 | 17 | 3 | ... | ... | ... | 1,71 | ... | 3,08 | 2 | 14 | ... | 22 | ... | ... | ... | ... |
| 1900 . . | 1,39 | 1,08 | 5 | 17 | 2 | 2 | ... | ... | 1,85 | ... | 3,14 | 2 | 20 | ... | 27 | ... | ... | ... | ... |
| 1901 . . | 1,55 | 1,59 | 6 | 17 | 8 | ‖ | ... | ... | 1,84 | ... | 3,23 | 2 | 13 | 8 | 26 | ... | ... | ... | ... |
| | TOTAL PASSENGER TRAFFIC. | | | | | | | | | | | | | | | | | | |
| 1897 . . | 1,59,00 | 24,82 | 19,37 | 6,19 | 12,29 | 13,57 | 32,34 | 98,72 | 62,48 | 19,40 | 38,33 | 56,03 | 7,71 | ... | 40,02 | ... | 40 | 1,14 | 5,07 |
| 1898 . . | 1,68,09 | 25,46 | 20,16 | 6,11 | 12,05 | 13,19 | 36,89 | 1,08,19 | 54,64 | 20,19 | 31,41 | 57,59 | 7,22 | ... | 34,91 | ... | 43 | 1,11 | 6,83 |
| 1899 . . | 1,72,54 | 26,89 | 20,98 | 6,29 | 19,46 | 19,92 | 38,48 | 1,10,81 | 63,59 | 21,11 | 43,24 | 61,07 | 7,55 | 9 | 30,14 | 39 | 46 | 1,16 | 8,57 |
| 1900 . . | 1,84,94 | 27,03 | 25,19 | 6,59 | 30,46 | 24,06 | 42,84 | 1,18,11 | 67,61 | 21,56 | 48,30 | 58,72 | 7,83 | 3,17 | 35,27 | 84 | 58 | 1,29 | 9,08 |
| 1901 . . | 1,96,91 | 28,16 | 25,42 | 7,12 | 53,98 | ‖ | 51,49 | 1,30,04 | 81,42 | 25,04 | 51,18 | 68,55 | 8,06 | 7,22 | 53,82 | 94 | 83 | 1,17 | 10,81 |

* Upper class.

† Intermediate class introduced on this railway from the 1st October 1900.

‡ Intermediate class abolished on this railway from the 1st November 1899.

§ Lower class.

‖ Transferred partly to the Bengal-Nágpur railway and partly to the Madras railway from the 1st January 1901.

## DIX 15.



*Passenger traffic of each railway (by systems).*

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the code letters used to express railway systems.

| | | | | | | | | | | | 2′ 6″ GAUGE. | | | | | 2′ 0″ GAUGE. | | | | GAUGE. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 16 | 17 | | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | Class No. |
| D. | B. & N.-W. | R. & K. system. R. & K. (a) & (b) | P.L. (c) | J. B. | U. C. | B. G. J. P. | S. M. | W. I. P. | S I. | B. | M. R. W. | B. L. | B. P. | R. K. L. | T. B. | D. H. | H. A. | H. S. | J. | Calendar year. |
| 1ST CLASS PASSENGERS. | | | | | | | | | | | | | | | | | | | | |
| ... | 54 | 33 | ... | 9 | 2 | 20 | 1,00 | 1 | 72 | 97 | 8 | ... | ... | ... | ... | 59 | ... | ... | ... | 1897 |
| ... | 52 | 35 | ... | 12 | 2 | 24 | 96 | 2 | 82 | 1,01 | 10 | ... | ... | ... | ... | 56 | 1 | 1 | ... | 1898 |
| ... | 51 | 33 | ... | 9 | 3 | 21 | 82 | 2 | 77 | 1,06 | 8 | ... | ... | ... | ... | 52 | 1 | 1 | ... | 1899 |
| ... | 46 | 32 | ... | 7 | 3 | 18 | 94 | 2 | 81 | 1,14 | 7 | ... | ... | ... | ... | 56 | 1 | ... | ... | 1900 |
| ... | 51 | 40 | ... | 20 | 3 | 19 | 91 | 2 | 88 | 1,32 | 7 | ... | ... | | ... | 59 | 1 | ... | ... | 1901 |
| 2ND CLASS PASSENGERS. | | | | | | | | | | | | | | | | | | | | |
| ... | 42 | 57 | ... | 16 | 3 | 69 | 1,31 | 4 | 1,77 | 2,14 | 18 | * 1 | ... | ... | ... | 74 | ... | ... | ... | 1897 |
| ... | 42 | 61 | ... | 15 | 4 | 68 | 1,14 | 4 | 1,58 | 2,06 | 20 | 1 | ... | ... | ... | 78 | ... | ... | ... | 1898 |
| ... | 42 | 59 | ... | 15 | 3 | 74 | 1,46 | 5 | 1,52 | 2,01 | 19 | 2 | ... | ... | ... | 70 | ... | ... | ... | 1899 |
| ... | 42 | 56 | ... | 15 | 3 | 59 | 1,52 | 6 | 1,53 | 2,31 | 19 | 2 | ... | ... | ... | 64 | ... | ... | ... | 1900 |
| ... | 51 | 65 | ... | 42 | 3 | 58 | 1,33 | 5 | 1,71 | 2,58 | 20 | 1 | ... | ... | ... | 85 | ... | ... | ... | 1901 |
| INTERMEDIATE CLASS PASSENGERS. | | | | | | | | | | | | | | | | | | | | |
| ... | 43 | 8 | ... | ... | ... | ... | ... | ... | ... | 1,21 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1897 |
| ... | 42 | 9 | ... | ... | 2 | ... | ... | ... | ... | 1,88 | ... | ... | ... | ... | ... | ... | 10 | 4 | ... | 1898 |
| ... | 45 | 10 | ... | ... | 2 | 12 | ... | ... | ... | 1,01 | ... | ... | ... | ... | ... | ... | 12 | 4 | ... | 1899 |
| ... | 55 | 10 | ... | ... | 2 | 39 | ... | ... | ... | ‡ | ... | ... | ... | 4 | ... | ... | 11 | 4 | ... | 1900 |
| ... | 78 | 12 | ... | ... | 2 | 44 | ... | ... | ... | ... | ... | ... | 1 | 9 | ... | ... | 12 | 4 | ... | 1901 |
| 3RD CLASS PASSENGERS. | | | | | | | | | | | | | | | | | | | | |
| 26 | 20,44 | 3,63 | ... | 4,33 | 77 | 8,85 | 24,79 | 36 | 46,68 | 37,41 | 2,00 | § 17 | ... | ... | ... | 93 | ... | ... | 10 | 1897 |
| 26 | 21,67 | 4,19 | ... | 4,31 | 77 | 7,65 | 16,00 | 31 | 40,88 | 36,71 | 1,76 | 15 | 67 | ... | 32 | 91 | 1,72 | 62 | 12 | 1898 |
| 29 | 24,46 | 4,42 | ... | 4,93 | 83 | 8,90 | 14,27 | 39 | 39,55 | 36,84 | 1,92 | 17 | 59 | 45 | 37 | 85 | 2,26 | 64 | 12 | 1899 |
| 30 | 28,01 | 4,59 | ... | 4,34 | 74 | 8,11 | 22,69 | 41 | 45,25 | 45,18 | 1,91 | 21 | 67 | 61 | 39 | 1,00 | 2,27 | 66 | 12 | 1900 |
| 42 | 36,14 | 5,76 | 36 | 7,79 | 87 | 8,59 | 24,77 | 43 | 48,96 | 47,03 | 2,00 | 25 | 66 | 56 | 27 | 1,09 | 2,25 | 68 | 15 | 1901 |
| SEASON AND VENDORS' TICKETS OF ALL CLASSES. | | | | | | | | | | | | | | | | | | | | |
| ... | 1 | ... | ... | ... | ... | 1 | 2 | ... | 9 | 7 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1897 |
| ... | 1 | ... | ... | ... | ... | ... | 1 | ... | 9 | 7 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1898 |
| ... | 1 | ... | ... | ... | ... | ... | 1 | ... | 9 | 9 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1899 |
| ... | 1 | ... | ... | ... | ... | 1 | 1 | ... | 14 | 9 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1900 |
| ... | 1 | ... | ... | ... | ... | 1 | 2 | ... | 15 | 10 | ... | ... | 2 | ... | ... | ... | ... | ... | ... | 1901 |
| TOTAL PASSENGER TRAFFIC. | | | | | | | | | | | | | | | | | | | | |
| 26 | 21,84 | 4,61 | ... | 4,58 | 82 | 9,75 | 27,12 | 41 | 49,26 | 41,80 | 2,26 | 18 | ... | ... | ... | 2,26 | ... | ... | 10 | 1897 |
| 26 | 23,04 | 5,24 | ... | 4,58 | 85 | 8,57 | 18,11 | 37 | 43,37 | 41,73 | 2,06 | 16 | 67 | ... | 32 | 2,25 | 1,83 | 67 | 12 | 1898 |
| 29 | 25,85 | 5,44 | ... | 5 17 | 91 | 9,97 | 16,56 | 46 | 41,93 | 41,01 | 2,19 | 19 | 59 | 45 | 37 | 2,07 | 2,39 | 69 | 12 | 1899 |
| 30 | 29,45 | 5,57 | ... | 4,56 | 82 | 9,28 | 25,16 | 49 | 47,73 | 48,72 | 2,17 | 23 | 67 | 65 | 39 | 2,20 | 2,39 | 70 | 12 | 1900 |
| 42 | 37,95 | 6,93 | 36 | 8,41 | 95 | 9,81 | 27,03 | 50 | 51,70 | 51,03 | 2,27 | 26 | 69 | 65 | 27 | 2,53 | 2,38 | 72 | 15 | 1901 |

*N. B.*—Excludes the Port Trust railway which is open for goods traffic only; and the Charra-Companyganj railway which was closed on the 25th March 1900 and subsequently abandoned.

## Appendix 16.
Goods traffic.



*Goods of the different classes* **in thousands** *of tons carried by each railway*

(Referred to in paragraphs

*Note.*—A reference to Appendix 2 will furnish the key

| Gauge. | 5′ 6″ | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Class: No. | 1 | | 2 | | | | 3 | | 4 | | | |
| | | | E. B. SYSTEM. | | | | | | BENGAL-NÁGPUR SYSTEM. | | | |
| Calendar year. | East Indian. | | 5′ 6″ Gauge (*a*). | | Other gauges. (*b*) to (*e*). | | Bengal Central. | | Bengal-Nágpur (*a*). | | Raipur-Dhamtari (*b*). | |
| | Tons. | Per ton per mile. | Tons. | Per ton per mile. | Tons. | Per ton per mile. | Tons. | Per ton per mile. | Tons. | Per ton per mile. | Tons. | Per ton per mile. |
| **GENERAL MERCHANDISE.** | | | | | | | | | | | | |
| 1897 | 3,486 | 6·09 | 1,130 | 9·31 | 546 | 10 19 | 120 | 7·29 | 473 | 6·70 | ... | ... |
| 1898 | 3,416 | 5·95 | 1,068 | 9·17 | 555 | 8·95 | 76 | 7·44 | 539 | 7·22 | ... | ... |
| 1899 | 3,836 | 6·09 | 1,115 | 8·87 | 619 | 10·56 | 104 | 6·95 | 671 | 6·73 | ... | ... |
| 1900 | 3,858 | 6·28 | 1,230 | 8·93 | 783 | 10·70 | 159 | 7·05 | 898 | 4·89 | ... | ... |
| 1901 | 3,656 | 5·85 | 1,114 | 9 59 | 747 | *10·66 | 125 | 8·12 | 867 | 7·01 | 13 | 10·42 |
| **MILITARY STORES.** | | | | | | | | | | | | |
| 1897 | 15 | 18·03 | ... | 23·14 | ... | 15·50 | ... | 129·45 | 1 | 17·09 | ... | ... |
| 1898 | 24 | 16·32 | ... | 22·36 | ... | 17·91 | ... | 125·02 | ... | 13·19 | ... | ... |
| 1899 | 10 | 20·60 | ... | 25·05 | ... | 24·11 | ... | 126·76 | ... | 18·71 | ... | ... |
| 1900 | 11 | 17·71 | ... | 24·69 | ... | ... | ... | 132·78 | 1 | 13·16 | ... | ... |
| 1901 | 6 | 18·08 | ... | 26·05 | ... | ... | 1 | 131·41 | ... | 13·57 | ... | ... |
| **COAL AND COKE FOR THE PUBLIC AND FOR FOREIGN RAILWAYS.** | | | | | | | | | | | | |
| 1897 | 3,369 | 3·58 | 152 | 4·43 | ... | ... | 17 | 4·41 | 794 | 3·63 | ... | ... |
| 1898 | 3,745 | 3·41 | 220 | 4·48 | ... | ... | 14 | 2·51 | 708 | 3·61 | ... | ... |
| 1899 | 3,898 | 3·48 | 206 | 4·60 | ... | ... | 20 | 5·48 | 652 | 3·57 | ... | ... |
| 1900 | 4,638 | 3·46 | 244 | 2·54 | 25 | 5·31 | 24 | 3·59 | 754 | 3·64 | ... | ... |
| 1901 | 5,294 | 3·44 | 277 | 4·65 | 17 | *4·57 | 29 | 3·85 | 805 | 3·65 | ... | 4·43 |
| **REVENUE STORES INCLUDING COAL AND MATERIAL FOR CONSTRUCTION.** | | | | | | | | | | | | |
| 1897 | 960 | 1·82 | 216 | 2·45 | ... | ... | 40 | 2·45 | 148 | 2·71 | ... | ... |
| 1898 | 1,124 | 1·89 | 225 | 2·45 | ... | ... | 35 | 3·14 | 211 | 2·70 | ... | ... |
| 1899 | 1,278 | 1·86 | 242 | 2·45 | ... | ... | 16 | 2·45 | 528 | 2·04 | ... | ... |
| 1900 | 1,388 | 1·94 | 207 | 2·44 | 163 | 2·48 | 23 | 2·43 | 315 | 2·38 | ... | ... |
| 1901 | 1,456 | 1·85 | 224 | 2·45 | 234 | *2·45 | 23 | 2·45 | 511 | 2·52 | 13 | 5·21 |
| **TOTAL GOODS.†** | | | | | | | | | | | | |
| 1897 | 7,837 | 4·87 | 1,499 | 8·27 | 618 | 9·39 | 177 | 6·55 | 1,417 | 5·81 | ... | ... |
| 1898 | 8,325 | 4·62 | 1,513 | 7·98 | 648 | 9·22 | 128 | 6·14 | 1,450 | 6·23 | ... | ... |
| 1899 | 9,049 | 4·64 | 1,564 | 7·75 | 747 | 9·02 | 140 | 6·72 | 1,852 | 5·34 | ... | ... |
| 1900 | 10,053 | 4·59 | 1,682 | 7·93 | 971 | 8·90 | 206 | 6·33 | 1,970 | 4·58 | ... | ... |
| 1901 | 10,418 | 4·38 | 1,616 | 8·26 | 998 | *8·97 | 178 | 7·09 | 2,186 | 5·45 | 26 | 8·18 |
| **AVERAGE DISTANCE IN MILES GOODS WERE CARRIED.** | | | | | | | | | | | | |
| 1897 | 207·94 | | 88·66 | | 105·39 | | 63·93 | | 98·69 | | ... | |
| 1898 | 207·74 | | 86·28 | | 106·51 | | 62·02 | | 102·07 | | ... | |
| 1899 | 204·74 | | 87·24 | | 106·36 | | 69·09 | | 123·45 | | ... | |
| 1900 | 209·32 | | 86·58 | | 94·76 | | 72·36 | | 194·79 | | ... | |
| 1901 | 206·30 | | 81·29 | | *97·14 | | 68·85 | | 105·10 | | 36·64 | |
| **AVERAGE COST OF CARRYING PER TON PER MILE.** | | | | | | | | | | | | |
| | Pies. | | Pies. | | Pies. * | | Pies. | | Pies. | | Pies. | |
| 1897 | 1·48 | | 3·56 | | 4·17 | | 4 85 | | 2·99 | | ... | |
| 1898 | 1·56 | | 3·11 | | 4·20 | | 5·52 | | 3·11 | | ... | |
| 1899 | 1·60 | | 3·87 | | 3·96 | | 4·92 | | 2·60 | | ... | |
| 1900 | 1·71 | | 3·66 | | 3·76 | | 4·62 | | 2·20 | | ... | |
| 1901 | 1·65 | | 3·86 | | 4·48 | | 4·76 | | 3·33 | | 6·37 | |
| **AVERAGE PROFIT PER TON PER MILE.** | | | | | | | | | | | | |
| | Pies. | | Pies. | | Pies. * | | Pies. | | Pies. | | Pies. | |
| 1897 | 3·39 | | 4·39 | | 5·11 | | 1·74 | | 2·81 | | ... | |
| 1898 | 3·06 | | 4·77 | | 4·99 | | 0·63 | | 3·07 | | ... | |
| 1899 | 3·03 | | 3·70 | | 4·98 | | 1·49 | | 2·77 | | ... | |
| 1900 | 2·87 | | 4·04 | | 5·04 | | 1·66 | | 2·38 | | ... | |
| 1901 | 2·74 | | 4·48 | | 4·56 | | 2·31 | | 2·14 | | 1·81 | |

NOTE.—The blanks shown in "tons" columns
— * Excluding Cooch Behar State railway.
† Including live-stock and
‡ Information is
§ Including the Gwalior Light railway
‖ Transferred partly to the Bengal-Nágpur railway
** Excluding the Nowshera-Durgai

# DIX 16.



## *(by systems), average rate charged per ton in pies, and average distance carried.*

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to the code letters used to express railway systems.

| 5' 6" | | | | | | | | | | | | Gauge. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 5 | | 6 | | 7 | | 8 | | | | Class : No. |
| East Coast. | | Calcutta Port Commissioners'. | | Oudh and Rohilkhand. | | N. W. System. North Western (*a*) to (*f*). | | G. I. P. System. Great Indian Peninsula (*a*) to (*c*). | | G. I. P. System. Indian Midland (*d*) to (*h*). § | | Calendar year. |
| Tons. | Per ton per mile. | Tons. | Per ton per mile. | Tons. | Per ton per mile. | Tons. | Per ton per mile. | Tons. | Per ton per mile. | Tons | Per ton per mile. | |
| **GENERAL MERCHANDISE.** | | | | | | | | | | | | |
| 367 | 4·94 | 749 | ‡ | 902 | 6·14 | 2,234 | 6·57 | 1,551 | 9·39 | 457 | 7·32 | 1897 |
| 355 | 5·08 | 696 | | 1,018 | 6·15 | 2,749 | 5·38 | 2,056 | 8·05 | 480 | 6·60 | 1898 |
| 527 | 5·07 | 823 | | 1,171 | 5·95 | 2,879 | 5·56 | 2,279 | 7·70 | 573 | 6·95 | 1899 |
| 762 | 4·21 | 813 | | 1,139 | 6·20 | 4,526 | 5·82 | 2,322 | 7·50 | 872 | 6·61 | 1900 |
| ‖ | ‖ | 727 | | 1,287 | 5·77 | 3,431 | 5·28 | 2,517 | 7·74 | 783 | 6·35 | 1901 |
| **MILITARY STORES.** | | | | | | | | | | | | |
| ... | 30·73 | ... | ‡ | 5 | 14·68 | 68 | 13·47 | 9 | 17·28 | 4 | 12·50 | 1897 |
| ... | 20·54 | 16 | | 4 | 12·86 | 64 | 13·99 | 8 | 20·50 | 4 | 8·15 | 1898 |
| ... | 18·40 | ... | | 3 | 16·57 | 22 | 18·30 | 9 | 19·07 | 2 | 11·09 | 1899 |
| ... | 18·89 | ... | | 4 | 15·11 | 22 | 16·08 | 7 | 21·29 | 1 | 16·22 | 1900 |
| ‖ | ‖ | ... | | 3 | 17·46 | 28 | 15·85 | 8 | 19·74 | 1 | 16·32 | 1901 |
| **COAL AND COKE FOR THE PUBLIC AND FOR FOREIGN RAILWAYS.** | | | | | | | | | | | | |
| 13 | 4·39 | 14 | ‡ | 18 | 3·93 | 41 | 4·10 | 195 | 2·90 | 1 | 3·74 | 1897 |
| 6 | 4·43 | 16 | | 24 | 4·05 | 43 | 3·64 | 229 | 3·12 | 3 | 3·52 | 1898 |
| 98 | 3·60 | 21 | | 30 | 3·82 | 34 | 3·26 | 138 | 3·45 | 11 | 3·03 | 1899 |
| 160 | 3·22 | 22 | | 32 | 3·88 | 26 | 3·50 | 138 | 3·06 | 6 | 3·05 | 1900 |
| ‖ | ‖ | 23 | | 34 | 3·74 | 35 | 3·86 | 146 | 3·55 | 13 | 2·92 | 1901 |
| **REVENUE STORES INCLUDING COAL AND MATERIAL FOR CONSTRUCTION.** | | | | | | | | | | | | |
| 137 | 2·43 | ... | | 657 | 2·68 | 2,387 | 2·64 | 516 | 2·14 | 157 | 2·49 | 1897 |
| 136 | 2·41 | ... | | 568 | 2·75 | 1,983 | 2·52 | 542 | 2·10 | 282 | 2·60 | 1898 |
| 227 | 2·45 | ... | | 771 | 2·69 | 2,120 | 2·47 | 558 | 2·04 | 413 | 2·68 | 1899 |
| 280 | 2·41 | ... | | 628 | 2·61 | 1,775 | 2·44 | 520 | 2·00 | 333 | 2·48 | 1900 |
| ‖ | ‖ | ... | | 574 | 2·61 | 2,105 | 2·44 | 513 | 2·00 | 512 | 2·63 | 1901 |
| **TOTAL GOODS.†** | | | | | | | | | | | | |
| 517 | 4·26 | 764 | ‡ | 1,582 | 5·67 | 4,751 | 6·35 | 2,283 | 7·72 | 620 | 6·54 | 1897 |
| 498 | 4·39 | 712 | | 1,615 | 5·71 | 4,933 | 5·26 | 2,846 | 7·07 | 770 | 6·07 | 1898 |
| 852 | 4·23 | 844 | | 1,975 | 5·46 | 5,070 | 5·24 | 2,997 | 6·99 | 1,001 | 6·29 | 1899 |
| 1,203 | 3·80 | 835 | | 1,803 | 5·62 | 5,051 | 5·42 | 3,012 | 6·76 | 1,216 | 6·25 | 1900 |
| ‖ | ‖ | 750 | | 1,899 | 5·29 | 5,604 | 5·02 | 3,213 | 7·22 | 1,309 | 5·72 | 1901 |
| **AVERAGE DISTANCE IN MILES GOODS WERE CARRIED.** | | | | | | | | | | | | |
| 98·88 | | | ‡ | 91·31 | | 127·57 | | 221·18 | | 185·48 | | 1897 |
| 103·35 | | | | 103·13 | | 195·33 | | 261·90 | | 172·22 | | 1898 |
| 109·38 | | | | 103·03 | | 173·74 | | 249·41 | | 157·73 | | 1899 |
| 134·75 | | | | 105·53 | | 137·66 | | 238·15 | | 214·25 | | 1900 |
| ‖ | | | | 126·09 | | 199·57 | | 257·50 | | 176·97 | | 1901 |
| **AVERAGE COST OF CARRYING PER TON PER MILE.** | | | | | | | | | | | | |
| Pies. | | | | Pies. | | Pies. | | Pies. | | Pies. | | |
| 3·30 | | | ‡ | 3·69 | | 3·18 | | 4·44 | | 3·81 | | 1897 |
| 4·20 | | | | 3·66 | | 2·88 | | 3·57 | | 3·66 | | 1898 |
| 3·34 | | | | 2·66 | | 2·98 | | 3·42 | | 3·62 | | 1899 |
| 2·66 | | | | 2·97 | | 3·30 | | 3·22 | | 2·79 | | 1900 |
| ‖ | | | | 2·52 | | ** 2·64 | | 3·05 | | | | 1901 |
| **AVERAGE PROFIT PER TON PER MILE.** | | | | | | | | | | | | |
| Pies. | | | ‡ | Pies. | | Pies. | | Pies. | | Pies. | | |
| 0·95 | | | | 1·99 | | 2·62 | | 3·25 | | 2·75 | | 1897 |
| 0·38 | | | | 2·63 | | 2·40 | | 3·48 | | 2·53 | | 1898 |
| 0·39 | | | | 2·84 | | 2·27 | | 3·52 | | 2·70 | | 1899 |
| 1·14 | | | | 2·65 | | 2·12 | | 3·54 | | 3·46 | | 1900 |
| ‖ | | | | 2·79 | | ** 2·37 | | 3·88 | | | | 1901 |

are due to less than 1,000 tons being carried during the year.

other miscellaneous goods traffic.
not available.
in the case of tonnage only, which is shown under "general merchandise" "total goods", as details are not furnished.
and partly to the Madras railway from the 1st January 1901.
railway.

## Appendix 16.
Goods traffic.



*Goods of the different classes* in thousands *of tons carried by each railway*

(Referred to in paragraphs

*Note*—A reference to Appendix 2 will furnish the key

| Gauge. | 5′ 6″ | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Class : No. | 9 | | | | 10 | | | | 11 | | | | 12 | |
| | B. B. & C. I. System. | | | | N. G. S. System. | | | | Madras System. | | | | | |
| Calendar year. | Bombay, Baroda and Central India (*a*) to (*e*) & (*k*)&(*l*). | | Rajputana-Malwa (*f*) to (*j*). | | Nizam's Guaranteed State, (*a*) and (*b*). | | Hyderabad-Godavari Valley. (*c*). | | Madras. (*a*) to (*c*). | | Nilgiri. (*d*) | | Bengal-Dooars. | |
| | Tons. | Per ton per mile. | Tons. | Per ton per mile. | Tons. | Per ton per mile. | Tons. | Per ton per mile. | Tons. | Per ton per mile. | Tons. | Per ton per mile. | Tons. | Per ton per mile. |
| **General Merchandise.** | | | | | | | | | | | | | | |
| 1897 | 1,217 | 9′31 | 1,677 | 7′80 | 236 | 9′99 | ... | ... | 858 | 8′97 | ... | ... | 29 | 59′34 |
| 1898 | 1,558 | 7′95 | 1,974 | 6′97 | 269 | 9′10 | ... | ... | 786 | 9′41 | ... | ... | 25 | 61′63 |
| 1899 | 1,680 | 8′60 | 2,283 | 7′17 | 297 | 8′11 | 9 | 11′68 | 852 | 9′33 | 3 | 105′52 | 26 | 57′67 |
| 1900 | 1,882 | 8′11 | 2,485 | 6′60 | 351 | 8′02 | 99 | 10′75 | 896 | 9′52 | 9 | 70′33 | 47 | 59′94 |
| 1901 | 1,509 | 7′87 | 2,011 | 6′42 | 307 | 8′81 | 132 | 11′04 | 1,524 | 6′88 | 15 | 80′63 | 69 | 24′82 |
| **Military Stores.** | | | | | | | | | | | | | | |
| 1897 | 1 | 12′27 | 7 | 18′80 | 1 | 24′49 | ... | ... | 2 | 31′30 | ... | ... | ... | ... |
| 1898 | ... | 20′08 | 6 | 15′63 | 1 | 23′33 | ... | ... | 2 | 27′88 | ... | ... | ... | ... |
| 1899 | 1 | 16′60 | 7 | 18′77 | 1 | 18′99 | ... | ... | 2 | 28′11 | ... | 127′46 | ... | ... |
| 1900 | 1 | 19′83 | 6 | 16′95 | 1 | 24′01 | ... | ... | 2 | 25′56 | ... | 121′79 | ... | 18′46 |
| 1901 | 1 | 15′46 | 3 | 19′01 | 1 | 24′58 | ... | 24′61 | 3 | 22′49 | 1 | 129′15 | ... | ... |
| **Coal and Coke for the Public and for Foreign Railways.** | | | | | | | | | | | | | | |
| 1897 | 46 | 3′37 | 20 | 5′55 | 317 | 3′49 | ... | ... | 328 | 5′00 | ... | ... | ... | 34′41 |
| 1898 | 49 | 3′11 | 21 | 4′78 | 343 | 3′44 | ... | ... | 171 | 4′79 | ... | ... | 1 | 28′25 |
| 1899 | 68 | 2′83 | 15 | 4′41 | 326 | 3′74 | ... | 5′36 | 189 | 4′69 | ... | ... | 2 | 29′79 |
| 1900 | 96 | 2′76 | 17 | 4′82 | 418 | 3′72 | 2 | 4′93 | 200 | 4′69 | ... | ... | 6 | 27′67 |
| 1901 | 70 | 2′87 | 15 | 4′50 | 372 | 3′97 | 3 | 4′02 | 542 | 4′10 | ... | ... | 4 | 12′31 |
| **Revenue Stores including Coal and Material for Construction.** | | | | | | | | | | | | | | |
| 1897 | 401 | 2′97 | 141 | 2′73 | 219 | 3′32 | ... | ... | 231 | 4′10 | ... | ... | 5 | 49′67 |
| 1898 | 372 | 2′99 | 251 | 2′79 | 184 | 3′16 | ... | ... | 214 | 4′17 | ... | ... | 77 | 2′41 |
| 1899 | 475 | 3′01 | 329 | 2′83 | 251 | 3′06 | 3 | 3′32 | 276 | 4′08 | 1 | 30′10 | 11 | 8 80 |
| 1900 | 424 | 2′56 | 309 | 2′74 | 241 | 3′20 | 199 | 4′05 | 231 | 4′14 | ... | 78′66 | 8 | 4′44 |
| 1901 | 374 | 2′90 | 348 | 2′80 | 240 | 3′53 | 392 | 4′98 | 341 | 2′72 | ... | 96′63 | 5 | 4′19 |
| **Total Goods.*** | | | | | | | | | | | | | | |
| 1897 | 1,680 | 8′22 | 1,902 | 7′55 | 773 | 5′23 | ... | ... | 1,250 | 8′36 | ... | ... | 35 | 58′38 |
| 1898 | 2,004 | 7′46 | 2,259 | 6′75 | 797 | 5′14 | ... | ... | 1,174 | 8′35 | ... | ... | 103 | 30′85 |
| 1899 | 2,256 | 7′76 | 2,640 | 6′89 | 875 | 5′42 | 12 | 10′45 | 1,321 | 8′32 | 4 | 93′50 | 39 | 45′69 |
| 1900 | 2,436 | 7′34 | 2,914 | 6′46 | 1,012 | 5′57 | 301 | 8′68 | 1,509 | 8′41 | 10 | 71′86 | 63 | 39′14 |
| 1901 | 1,973 | 7′18 | 2,393 | 6′21 | 920 | 5′89 | 527 | 9′47 | 2,413 | 6′07 | 16 | 82′51 | 78 | 23′22 |
| **Average distance in miles goods were carried.** | | | | | | | | | | | | | | |
| 1897 | 135′64 | | 174′18 | | 134′00 | | ... | | 126′20 | | ... | | 21′29 | |
| 1898 | 152′31 | | 199′74 | | 147′34 | | ... | | 130′36 | | ... | | 11′85 | |
| 1899 | 140′66 | | 204′21 | | 138′39 | | 86′93 | | 120′38 | | 16′88 | | 21′49 | |
| 1900 | 141′86 | | 240′68 | | 145′03 | | 47′93 | | 124′86 | | 16′57 | | 19′38 | |
| 1901 | 146′68 | | 261′70 | | 116′32 | | 41′56 | | 120′62 | | 16′09 | | 35′88 | |
| **Average cost of carrying per ton per mile.** | | | | | | | | | | | | | | |
| | Pies. † | | Pies. ‡ | | Pies. | | Pies. | | Pies. | | Pies. | | Pies. | |
| 1897 | 4′25 | | 3′57 | | 2′52 | | ... | | 4′34 | | ... | | | |
| 1898 | 3′22 | | 3′01 | | 2′16 | | ... | | 4′31 | | ... | | | |
| 1899 | 3′49 | | 2′98 | | 2′11 | | 3′75 | | 4′52 | | 81′68 | | § | |
| 1900 | 3′80 | | 3′03 | | 2′32 | | 5′08 | | 4′65 | | 38′72 | | | |
| 1901 | 2′99 | | 3′02 | | 2′01 | | 4′50 | | 3′41 | | 35′21 | | | |
| **Average profit per ton per mile.** | | | | | | | | | | | | | | |
| | Pies. † | | Pies. ‡ | | Pies. | | Pies. | | Pies. | | Pies. | | Pies. | |
| 1897 | 3′92 | | 3′89 | | 2′71 | | ... | | 4′01 | | ... | | | |
| 1898 | 4′31 | | 3′66 | | 2′98 | | ... | | 4′03 | | ... | | | |
| 1899 | 4′28 | | 3′86 | | 3′31 | | 6′76 | | 3′79 | | 11′82 | | § | |
| 1900 | 3′54 | | 3′43 | | 3′25 | | 3′60 | | 3′76 | | 33′14 | | | |
| 1901 | 4′24 | | 3′13 | | 3′89 | | 5′02 | | 2′69 | | 47′96 | | | |

NOTE.—The blanks shown in "tons" columns

* Including live-stock and

† Including the Godhra-Rutlam-Nagda ; but excluding

‡ Excluding the Godhra-Rutlam-

§ Information is

‖ Excluding the Ledo and Tikak-

¶ The decrease is due to ballast train tonnage being credited

# DIX 16—*continued.*



*(by systems), average rate charged per ton in pies, and average distance carried.*

25, 31, 32, 33 and 34 of Report.)

to the code letters used to express railway systems.

| 3′ 3⅜″ | | | | | | | | | | | | | | Gauge. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13 | | 14 | | 15 | | 16 | | 17 | | | | 18 | | Class : No. |
| Dibru-Sadiya. | | Assam-Bengal. | | Deoghur. | | Bengal and North-Western. | | Rohilkund and Kumaon. (*a*) & (*b*). | | Powayan Light. (*c*) | | Jodhpur-Bikaner. | | Calendar year. |
| Tons. | Per ton per mile. | Tons. | Per ton per mile. | Tons. | Per ton per mile. | Tons. | Per ton per mile. | Tons. | Per ton per mile. | Tons. | Per ton per mile. | Tons. | Per ton per mile. | |
| GENERAL MERCHANDISE. | | | | | | | | | | | | | | |
| 53 | 31 38 | 40 | 10·87 | 12 | 13·76 | 723 | 5·96 | 192 | 7·62 | ... | ... | 137 | 10·15 | 1897 |
| 58 | 34 74 | 60 | 8·40 | 13 | 17·35 | 751 | 5·92 | 269 | 7·30 | ... | ... | 153 | 10·26 | 1898 |
| 63 | 31·92 | 95 | 8 74 | 13 | 13·08 | 985 | 5·88 | 335 | 6·91 | ... | ... | 292 | 9·42 | 1899 |
| 77 | 33·46 | 116 | 8·64 | 12 | 12·99 | 945 | 6·20 | 316 | 6·87 | ... | ... | 283 | 8·28 | 1900 |
| 73 | 37·46 | 166 | 6·55 | 13 | § | 1,024 | 6·06 | 333 | 7·54 | 12 | ... | 297 | 8·23 | 1901 |
| MILITARY STORES. | | | | | | | | | | | | | | |
| ... | ... | ... | 13·61 | ... | ... | ... | 22·59 | 1 | 17·04 | ... | ... | ... | 31·32 | 1897 |
| ... | ... | ... | 19·94 | ... | ... | ... | 6·41 | 1 | 19·01 | ... | ... | ... | 32·85 | 1898 |
| ... | ... | ... | 22·61 | ... | ... | ... | 2·88 | ... | 20·74 | ... | ... | ... | 31·77 | 1899 |
| ... | ... | ... | 23·29 | ... | ... | ... | 24·23 | ... | 23·54 | ... | ... | ... | 30·37 | 1900 |
| ... | ... | ... | 18·22 | ... | ... | ... | ... | 1 | 14·62 | 2 | ... | ... | 17·73 | 1901 |
| COAL AND COKE FOR THE PUBLIC AND FOR FOREIGN RAILWAYS. | | | | | | | | | | | | | | |
| 36 | 6·09 | 5 | 3·97 | ... | ... | 35 | 2·20 | ... | 3·46 | ... | ... | ... | 10·33 | 1897 |
| 384 | 5·55 | 6 | 4·06 | ... | ... | 35 | 3·67 | ... | 4·12 | ... | ... | ...[c] | 9·67 | 1898 |
| 441 | 6·06 | 9 | 4·14 | ... | ... | 44 | 3·81 | 1 | 2·94 | ... | ... | 3 | 6·20 | 1899 |
| 412 | 6·29 | 11 | 3·78 | ... | ... | 44 | 4·10 | 1 | 3·37 | ... | ... | 10 | 5·63 | 1900 |
| 496 | 5·57 | 13 | 4·18 | ... | ... | 43 | 4·15 | 1 | 3·47 | ... | ... | [c]13 | 4·23 | 1901 |
| REVENUE STORES INCLUDING COAL AND MATERIAL FOR CONSTRUCTION. | | | | | | | | | | | | | | |
| 7 | 2·78 | 203 | 2·77 | ... | ... | 173 | 2·49 | 43 | 2·45 | ... | ... | 7 | 3·50 | 1897 |
| 4 | 2·81 | 395 | 2·45 | ... | ... | 139 | 2·84 | 45 | 2·45 | ... | ... | 33 | 4·58 | 1898 |
| 5 | 4·66 | 368 | 1·61 | ... | ... | 277 | 2·47 | 36 | 2·45 | ... | ... | 45 | 2·75 | 1899 |
| 4 | 4·85 | 256 | 1·67 | ... | ... | 258 | 2·62 | 37 | 2·89 | ... | ... | 58 | 2·86 | 1900 |
| 8 | 3·67 | ¶60 | 2·53 | ... | ... | 303 | 2·59 | 38 | 2·45 | 3 | ... | 92 | 3·46 | 1901 |
| TOTAL GOODS.* | | | | | | | | | | | | | | |
| 422 | 8·07 | 339 | 4·87 | 13 | 13·44 | 931 | 5·32 | 236 | 7·07 | ... | ... | 144 | 9·88 | 1897 |
| 446 | 8·96 | 461 | 4·46 | 13 | 16·94 | 929 | 5·55 | 315 | 6·95 | ... | ... | 189 | 9·53 | 1898 |
| 509 | 8·52 | 472 | 3·67 | 13 | 13·08 | 1,307 | 5·30 | 372 | 6·72 | ... | ... | 340 | 8·80 | 1899 |
| 494 | 9·31 | 384 | 4·20 | 12 | 12·65 | 1,247 | 5·64 | 354 | 6·64 | ... | ... | 386 | 7·29 | 1900 |
| 577 | 8·69 | ¶239 | 5·49 | 13 | § | 1,370 | 4·83 | 373 | 7·17 | 17 | ... | 403 | 7·42 | 1901 |
| AVERAGE DISTANCE IN MILES GOODS WERE CARRIED. | | | | | | | | | | | | | | |
| 55·77 | | 49·47 | | 4·79 | | 109·77 | | 65·09 | | ... | | 92·64 | | 1897 |
| 55·21 | | 50·07 | | 4·79 | | 121·03 | | 63·85 | | ... | | 87·11 | | 1898 |
| 56·79 | | 71·82 | | 4·79 | | 114·73 | | 69·05 | | ... | | 93·81 | | 1899 |
| 54·68 | | 79·99 | | 4·79 | | 109·33 | | 69·39 | | ... | | 86·26 | | 1900 |
| 54·80 | | 127·44 | | 4·79 | | 136·79 | | 65·27 | | ... | | 80·00 | | 1901 |
| AVERAGE COST OF CARRYING PER TON PER MILE. | | | | | | | | | | | | | | |
| Pies. | | Pies. | | Pies. | | Pies. | | Pies. | | Pies. | | Pies. | | |
| 6·00 | | 6·00 | | | | 2·64 | | 3·88 | | ... | | 3·28 | | 1897 |
| § | | 6·38 | | § | | 2·41 | | 4·07 | | ... | | 3·54 | | 1898 |
| | | 4·92 | | | | 2·51 | | 3·32 | | ... | | 3·09 | | 1899 |
| | | 5·16 | | | | 2·86 | | 3·42 | | ... | | 2·82 | | 1900 |
| ... | | 5·49 | | 2·90 | | 2·48 | | 3·88 | | ... | | 4·12 | | 1901 |
| AVERAGE PROFIT PER TON PER MILE. | | | | | | | | | | | | | | |
| Pies. | | Pies. | | Pies. | | Pies. | | Pies. | | Pies. | | Pies. | | |
| 2·98 | | −1·13 | | | | 2·79 | | 3·18 | | ... | | 5·81 | | 1897 |
| § | | −1·94 | | § | | 3·12 | | 2·93 | | ... | | 6·24 | | 1898 |
| | | −1·26 | | | | 2·77 | | 3·36 | | ... | | 5·60 | | 1899 |
| | | −0·96 | | | | 2·75 | | 3·17 | | ... | | 3·58 | | 1900 |
| ... | | 0·95 | | 1·18 | | 3·01 | | 3·24 | | ... | | 3·32 | | 1901 |

are due to less than 1,000 tons being carried during the year.
other miscellaneous goods traffic,
the Gaekwar's Dabhoi and Rajpipla (2′ 6″ gauge) railways.
Nagda railway.
not available.
Margherita Colliery branch.
to railway materials for construction in previous years.

Appendix 16.
Goods traffic.

## APPEN

*Goods of the different classes* **in thousands** *of tons carried by each railway (by*

(Referred to in paragraphs

*Note*—A reference to Appendix 2 will furnish the key

| Gauge. | 3′ 3⅜″ | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Class : No. | 19 | | 20 | | 21 | | 22 | | 23 | | 24 | | 25 | |
| Calendar year. | Udaipur-Chitor. | | Bhavnagar-Gondal-Junagad-Porbandar. | | Southern Mahratta. | | West of India Portuguese. | | South Indian. | | Burma. | | Morvi. | |
| | Tons. | Per ton per mile. | Tons. | Per ton per mile. | Tons. | Per ton per mile. | Tons. | Per ton per mile. | Tons. | Per ton per mile. | Tons. | Per ton per mile. | Tons. | Per ton per mile. |
| **GENERAL MERCHANDISE.** | | | | | | | | | | | | | | |
| 1897 | 12 | 12·15 | 235 | 13·19 | 886 | 6·63 | 31 | 12 62 | 954 | 9·43 | 764 | 7·53 | 33 | 14·39 |
| 1898 | 11 | 19·41 | 253 | 13·00 | 794 | 7·18 | 44 | 11·95 | 861 | 9·53 | 837 | 7·89 | 31 | 14·93 |
| 1899 | 25 | 15·98 | 297 | 12·74 | 942 | 6·91 | 114 | 10 91 | 877 | 9·49 | 773 | 7·86 | 39 | 13·54 |
| 1900 | 54 | 15·01 | 338 | 12·20 | 841 | 6·98 | 59 | 12·42 | 852 | 9·48 | 986 | 7·92 | 48 | 10·50 |
| 1901 | 26 | 14·29 | 230 | 11·60 | 801 | 7·92 | 70 | 11·43 | 1,065 | 8·83 | 1,086 | 8 27 | 27 | 11 36 |
| **MILITARY STORES.** | | | | | | | | | | | | | | |
| 1897 | ... | 22·90 | ... | 29·48 | 1 | 15·10 | ... | ... | ... | 24 34 | 1 | 14·93 | ... | 28·13 |
| 1898 | ... | 35·86 | ... | 30·63 | 1 | 25 83 | ... | 51·30 | ... | 15·76 | 1 | 15·58 | ... | 29·70 |
| 1899 | ... | 32·20 | ... | 35·77 | 1 | 19·63 | ... | ... | ... | 22·95 | 1 | 15·85 | ... | 28·21 |
| 1900 | ... | 33·15 | ... | 28·17 | 1 | 19·76 | ... | ... | ... | 22·96 | 1 | 16·55 | ... | 23·52 |
| 1901 | ... | 32·00 | ... | 28·25 | 2 | 15·42 | ... | ... | 1 | 26·02 | 1 | 13·91 | ... | 20·41 |
| **COAL AND COKE FOR THE PUBLIC AND FOR FOREIGN RAILWAYS.** | | | | | | | | | | | | | | |
| 1897 | ... | ... | 3 | 5·96 | 6 | 3·96 | ... | ... | 12 | 6·39 | 1 | 14·06 | 1 | 6·38 |
| 1898 | ... | ... | 3 | 6·08 | 4 | 3·37 | ... | ... | 13 | 5·15 | ... | 8·17 | ... | 7·94 |
| 1899 | ... | ... | 4 | 5·45 | 3 | 3 94 | ... | ... | 27 | 5·46 | ... | 9·59 | 1 | 13·68 |
| 1900 | ... | 9·24 | 3 | 5·48 | 2 | 3·81 | ... | 27·87 | 17 | 5·67 | ... | 7·49 | 1 | 10 02 |
| 1901 | 1 | 2·74 | ... | 5·96 | 2 | 4·11 | ... | ... | 22 | 6 38 | ... | 14·19 | ... | 11·13 |
| **REVENUE STORES INCLUDING COAL AND MATERIAL FOR CONSTRUCTION.** | | | | | | | | | | | | | | |
| 1897 | 3 | 2·81 | 43 | 1·88 | 172 | 2·63 | 2 | 5·08 | 497 | 2·46 | 382 | 2·29 | 1 | 8·15 |
| 1898 | ... | 2·73 | 22 | 2·98 | 130 | 2·62 | 3 | 5·48 | 828 | 2·47 | 269 | 2·08 | 1 | 2·94 |
| 1899 | 1 | 2·72 | 14 | 4·26 | 148 | 2·60 | 4 | 5·44 | 614 | 2·50 | 313 | 2·14 | 1 | 3·22 |
| 1900 | 1 | 3·02 | 15 | 3·59 | 150 | 2·65 | 5 | 5·25 | 824 | 2·44 | 268 | 2·35 | 1 | 7·60 |
| 1901 | 1 | 3·53 | 15 | 2·00 | 161 | 2·61 | 4 | 3·71 | 891 | 2·46 | 383 | 2·36 | 2 | 4·61 |
| **TOTAL GOODS.*** | | | | | | | | | | | | | | |
| 1897 | 15 | 10·75 | 281 | 10·81 | 1,066 | 6·03 | 33 | 12·37 | 1,463 | 8·49 | 1,153 | 6·55 | 35 | 14·39 |
| 1898 | 11 | 19 19 | 278 | 11·88 | 930 | 6·47 | 47 | 11·79 | 1,703 | 8·00 | 1,113 | 6·99 | 33 | 14·41 |
| 1899 | 26 | 15 69 | 316 | 12·23 | 1,094 | 6·23 | 118 | 10 83 | 1,519 | 8·74 | 1,092 | 6 60 | 41 | 13·30 |
| 1900 | 56 | 14·97 | 357 | 11·78 | 996 | 6·30 | 64 | 12·13 | 1,697 | 8·69 | 1,261 | 7·05 | 50 | 10·75 |
| 1901 | 28 | 13 60 | 245 | 10·86 | 967 | 6·36 | 74 | 10·96 | 1,683 | 8 23 | 1,475 | 7·02 | 29 | 11·14 |
| **AVERAGE DISTANCE IN MILES GOODS WERE CARRIED.** | | | | | | | | | | | | | | |
| 1897 | 40·60 | | 61·10 | | 184·40 | | 31·30 | | 61·94 | | 106·16 | | 49·13 | |
| 1898 | 40·55 | | 58·18 | | 155·91 | | 41·04 | | 51·15 | | 109·85 | | 55·50 | |
| 1899 | 51·19 | | 55·10 | | 152·70 | | 51·51 | | 60·73 | | 114·52 | | 58·41 | |
| 1900 | 52·11 | | 58·75 | | 170·98 | | 43·53 | | 62 19 | | 1·3·31 | | 62·07 | |
| 1901 | 57·91 | | 56·98 | | 140·10 | | 45·52 | | 65·89 | | 116·03 | | 60·81 | |
| **AVERAGE COST OF CARRYING PER TON PER MILE.** | | | | | | | | | | | | | | |
| | | Pies. | | Pies. | | Pies. | | Pies. | | Pies. | | Pies. | | Pies. |
| 1897 | † | 6·41 | | 3·65 | | 21·64 | | 4·75 | | 4·72 | | 6·18 | | |
| 1898 | 7·98 | 7·06 | | 4·76 | | 17·22 | | 4 77 | | 4·84 | | 7·44 | | |
| 1899 | 6·56 | 6·20 | | 4·38 | | 7 59 | | 4 85 | | 4·65 | | 7 48 | | |
| 1900 | 5·15 | 5·99 | | 4 42 | | 12·39 | | 4·51 | | 4·69 | | 7·08 | | |
| 1901 | 6·52 | 6·42 | | 5·00 | | 11·92 | | 4·01 | | 4·77 | | 7·56 | | |
| **AVERAGE PROFIT PER TON PER MILE.** | | | | | | | | | | | | | | |
| | | Pies. | | Pies. | | Pies. | | Pies. | | Pies. | | Pies. | | |
| 1897 | † | 4·11 | | 2·38 | | —0·27 | | 3·74 | | 1·75 | | 8·21 | | |
| 1898 | 11·38 | 4 53 | | 1·73 | | —5·43 | | 3·82 | | 2·10 | | 6·97 | | |
| 1899 | 8·76 | 6·02 | | 1·86 | | 3·24 | | 3·89 | | 1·96 | | 5·82 | | |
| 1900 | 9·37 | 5·64 | | 1·89 | | —0·26 | | 4·18 | | 2·35 | | 2·77 | | |
| 1901 | 7·21 | 4·46 | | 1·89 | | —1·72 | | 4 26 | | 2·27 | | 3 58 | | |

NOTE.—The blanks shown in "tons" columns

* Including live-stock

† Information is

‡ Total shown under "general merchandise" as

## DIX 16—*concluded.*



*systems), average rate charged per ton in pies, and average distance carried.*

25, 31, 32, 33 and 34 of Report).

to the code letters used to express railway systems.

| 2′ 6″ | | | | | | | | 2′ 0″ | | | | | | | | Gauge. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 26 | | 27 | | 28 | | 29 | | 30 | | 31 | | 32 | | 33 | | Class : No. |
| Barsi. | | Tarakeshwar-Magra. | | Ranaghat-Krishnagar. | | Tezpur-Bali-para. | | Darjeeling Himalayan. | | Howrah-Amta. | | Howrah Sheakhala. | | Jorhat. | | Calendar year. |
| Tons. | Per ton per mile. | Tons. | Per ton per mile. | Tons. | Per ton per mile. | Tons. | Per ton per mile. | Tons. | Per ton per mile. | Tons. | Per ton per mile. | Tons. | Per ton per mile. | Tons. | Per ton per mile. | |
| **GENERAL MERCHANDISE.** | | | | | | | | | | | | | | | | |
| 35 | 21·19 | ... | ... | ... | ... | ... | ... | 26 | 71·03 | ‡ ... | ... | ‡ ... | ... | ‡ 22 | ... | 1897 |
| 45 | 21·01 | ‡6 | ... | ... | ... | ‡5 | ... | 25 | 68·81 | 4 | ... | 3 | ... | 17 | ... | 1898 |
| 56 | 20·38 | ‡6 | ... | ... | ... | ‡9 | ... | 26 | 65·01 | 7 | ... | 3 | ... | 21 | ... | 1899 |
| 41 | 20·72 | ‡8 | ... | ‡1 | ... | ‡9 | ... | 32 | 62·35 | 9 | ... | 5 | ... | 15 | ... | 1900 |
| 54 | 21·99 | 8 | 20·88 | ... | ... | 7 | | 29 | 64·48 | 14 | ... | 4 | ... | 12 | ... | 1901 |
| **MILITARY STORES.** | | | | | | | | | | | | | | | | |
| ... | 47·00 | ... | ... | | ... | ... | ... | ... | 120·65 | ... | ... | ... | ... | ... | ... | 1897 |
| ... | 24·86 | ... | ... | ... | ... | ... | ... | ... | 88·38 | ... | ... | ... | ... | ... | ... | 1898 |
| ... | 35·71 | ... | ... | ... | ... | ... | ... | ... | 139·37 | ... | ... | ... | ... | ... | ... | 1899 |
| ... | 34·01 | ... | ... | ... | ... | ... | ... | ... | 120·78 | ... | ... | ... | ... | ... | ... | 1900 |
| ... | 31·32 | ... | ... | ... | ... | ... | ... | ... | 132·98 | ... | ... | ... | ... | ... | ... | 1901 |
| **COAL AND COKE FOR THE PUBLIC AND FOR FOREIGN RAILWAYS.** | | | | | | | | | | | | | | | | |
| ... | ... | ... | ... | ... | ... | ... | .. | 1 | 25·33 | ... | ... | ... | ... | ... | ... | 1897 |
| ... | 20·17 | ... | ... | ... | ... | ... | ... | 2 | 28·30 | ... | ... | ... | ... | ... | ... | 1898 |
| ... | ... | ... | ... | ... | ... | ... | ... | 1 | 46·45 | ... | ... | ... | ... | ... | ... | 1899 |
| ... | ... | ... | ... | ... | ... | ... | ... | 2 | 43·70 | ... | ... | ... | ... | ... | ... | 1900 |
| ... | 11·91 | ... | ... | ... | ... | 1 | ... | 1 | 38·95 | ... | ... | ... | ... | ... | ... | 1901 |
| **REVENUE STORES INCLUDING COAL AND MATERIAL FOR CONSTRUCTION.** | | | | | | | | | | | | | | | | |
| 1 | 7·63 | ... | ... | ... | ... | ... | ... | 4 | 27·84 | ... | ... | ... | ... | ... | ... | 1897 |
| ... | 6·82 | ... | ... | ... | ... | ... | ... | 4 | 30·32 | ... | ... | ... | ... | ... | ... | 1898 |
| ... | 4·85 | ... | ... | ... | ... | ... | ... | 5 | 33·40 | ... | ... | ... | ... | ... | ... | 1899 |
| ... | ... | ... | ... | ... | ... | .. | ... | 5 | 35·91 | ... | ... | ... | ... | ... | ... | 1900 |
| ... | 4·85 | 1 | 6·00 | ... | ... | ... | ... | 1 | 36·61 | ... | ... | ... | ... | ... | ... | 1901 |
| **TOTAL GOODS. *** | | | | | | | | | | | | | | | | |
| 36 | 20·92 | ... | ... | ... | ... | ... | ... | 32 | 66·31 | ... | ... | ... | ... | 22 | ... | 1897 |
| 45 | 20·92 | 6 | ... | ... | ... | 5 | ... | 31 | 64·54 | 4 | ... | 3 | ... | 17 | ... | 1898 |
| 57 | 20·35 | 6 | ... | ... | ... | 9 | ... | 32 | 62·87 | 7 | ... | 3 | ... | 21 | ... | 1899 |
| 41 | 20·72 | 8 | ... | 1 | ... | 9 | ... | 38 | 60 63 | 9 | ... | 5 | ... | 15 | ... | 1900 |
| 54 | 21·96 | 9 | 26·88 | ... | ... | 8 | ... | 31 | 63·30 | 14 | ... | 4 | ... | 12 | ... | 1901 |
| **AVERAGE DISTANCE IN MILES GOODS WERE CARRIED.** | | | | | | | | | | | | | | | | |
| 22·34 | | ... | | ... | | ... | | 40·12 | | ... | | ... | | ... | | 1897 |
| 22·01 | | ... | | ... | | ... | | 41·48 | | ... | | ... | | ... | | 1898 |
| 22·27 | | ... | | ... | | ... | | 40·78 | | ... | | ... | | ... | | 1899 |
| 21·97 | | ... | | ... | | ... | | 41·71 | | ... | | ... | | ... | | 1900 |
| 22·00 | | 42·22 | | ... | | ... | | 41·65 | | ... | | ... | | ... | | 1901 |
| **AVERAGE COST OF CARRYING PER TON PER MILE.** | | | | | | | | | | | | | | | | |
| † | | Pies. ... | | Pies. ... | | Pies. ... | | † | | Pies. ... | | Pies. ... | | Pies. ... | | 1897 |
| | | ... | | ... | | ... | | | | ... | | ... | | ... | | 1898 |
| | | ... | | ... | | ... | | | | ... | | ... | | ... | | 1899 |
| | | ... | | ... | | ... | | | | ... | | ... | | ... | | 1900 |
| | | ... | | ... | | ... | | | | ... | | ... | | ... | | 1901 |
| **AVERAGE PROFIT PER TON PER MILE.** | | | | | | | | | | | | | | | | |
| † | | Pies. ... | | Pies. ... | | Pies. ... | | † | | Pies. ... | | Pies. ... | | Pies. ... | | 1897 |
| | | ... | | ... | | ... | | | | ... | | ... | | ... | | 1898 |
| | | ... | | ... | | ... | | | | ... | | ... | | ... | | 1899 |
| | | ... | | ... | | ... | | | | ... | | ... | | ... | | 1900 |
| | | ... | | ... | | ... | | | | ... | | ... | | ... | | 1901 |

are due to less than 1,000 tons being carried during the year.

and other miscellaneous goods traffic.

not available.

details are not furnished.

**Appendix 17.**
Goods earnings.

**APPEN**

*Gross earnings in* **thousands** *of rupees*

(Referred to in para

*N. B.*—A reference to Appendix 2 will furnish the

| Gauge. | 5′ 6″ | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Class: No. | 1 | 2 | | | 3 | 4 | | 5 | 6 | 7 | | | 8 | | | 9 | | |
| Calendar Year. | E. I. | E. B. S. system. | | | B. C. | B. N. (a) & (b). | E. C. | P. T. | O. and R. | N. W. system. | | | G. I. P. system. | | | B. B. and C. I. system. | | |
| | | 5′ 6″ gauge. | Other gauges. | Total. | | * | | | | Commercial section. | Mily. section. | Total. | G. I. P. (a) to (c). | I. M. (d) to (h). | Total. | B. B. & C. I. (a) to (e) & (k) & (l). | R. M. (f) to (j) | Total. |
| **General Merchandise.** | | | | | | | | | | | | | | | | | | |
| 1897 . . | 2,84,12 | 53,11 | 30,32 | 83,43 | 3,45 | 36,01 | 9,29 | 3,50 | 38,01 | 1,48,14 | 12,43 | 1,60,57 | 1,82,95 | 35,82 | 2,18,77 | 87,51 | 1,24,30 | 2,11,81 |
| 1898 . . | 2,62,97 | 49,31 | 31,24 | 80,55 | 2,11 | 39,92 | 9,66 | 3,63 | 44,87 | 2,15,90 | 13,50 | 2,29,40 | 2,52,57 | 38,84 | 2,91,41 | 1,08,75 | 1,51,45 | 2,60,20 |
| 1899 . . | 2,87,87 | 50,31 | 35,25 | 85,56 | 3,02 | 52,95 | 14,37 | 3,79 | 51,92 | 2,01,48 | 12,61 | 2,14,09 | 2,54,05 | 47,39 | 3,01,44 | 1,15,40 | 1,84,01 | 2,99,41 |
| 1900 . . | 2,96,43 | 55,05 | 39,69 | 94,74 | 4,78 | 78,98 | 23,86 | 4,31 | 49,54 | 1,59,49 | 14,17 | 1,73,66 | 2,32,65 | 77,72 | 3,10,37 | 1,19,32 | 2,15,20 | 3,34,52 |
| 1901 . . | 2,86,01 | 51,85 | 38,07 | 89,92 | 4,16 | 50,36 | † | 3,65 | 59,59 | 2,48,32 | 16,82 | 2,65,14 | 2,94,92 | 62,58 | 3,57,50 | 97,81 | 1,92,34 | 2,90,15 |
| **Coal and Coke for the Public and for Foreign Railways.** | | | | | | | | | | | | | | | | | | |
| 1897 . . | 1,06,96 | 1,13 | 35 | 1,48 | 18 | 3,60 | 11 | 5 | 51 | 79 | 55 | 1,34 | 6,81 | 5 | 6,86 | 2,33 | 71 | 3,04 |
| 1898 . . | 1,23,02 | 1,78 | 40 | 2,18 | 18 | 4,53 | 17 | 6 | 75 | 1,13 | 48 | 1,61 | 8,65 | 15 | 8,80 | 2,36 | 67 | 3,03 |
| 1899 . . | 1,35,30 | 1,35 | 43 | 1,78 | 20 | 5,20 | 3,12 | 8 | 1,00 | 60 | 31 | 91 | 3,23 | 55 | 3,78 | 2,90 | 72 | 3,62 |
| 1900 . . | 1,57,12 | 2,04 | 65 | 2,69 | 25 | 6,73 | 4,94 | 7 | 1,15 | 44 | 20 | 64 | 4,36 | 25 | 4,61 | 4,21 | 76 | 4,97 |
| 1901 . . | 1,80,25 | 2,33 | 46 | 2,79 | 31 | 8,70 | † | 8 | 1,23 | 92 | 30 | 1,22 | 3,57 | 61 | 4,18 | 2,82 | 63 | 3,45 |
| **Military Stores.** | | | | | | | | | | | | | | | | | | |
| 1897 . . | 4,30 | 1 | 1 | 2 | ... | 9 | ... | ... | 56 | 11,72 | 2,07 | 13,79 | 1,54 | 41 | 1,95 | 25 | 1,29 | 1,54 |
| 1898 . . | 4,83 | 1 | ... | 1 | ... | 8 | ... | ... | 40 | 10,78 | 52 | 11,30 | 1,65 | 26 | 1,91 | 14 | 1,14 | 1,28 |
| 1899 . . | 3,50 | 1 | ... | 1 | ... | 5 | 3 | ... | 26 | 4,09 | 39 | 4,48 | 2,03 | 42 | 2,44 | 22 | 90 | 1,12 |
| 1900 . . | 4,31 | 1 | ... | 1 | ... | 16 | 11 | ... | 57 | 3,99 | 61 | 4,60 | 1,83 | 11 | 1,94 | 20 | 71 | 91 |
| 1901 . . | 3,13 | 1 | ... | 1 | 2 | 4 | † | ... | 35 | 5,40 | 1,28 | 6,68 | 1,90 | 14 | 2,04 | 16 | 49 | 65 |
| **Live Stock.** | | | | | | | | | | | | | | | | | | |
| 1897 . . | 1,87 | 1 | 6 | 7 | ... | 4 | ... | ... | 29 | 6,97 | 1,61 | 8,58 | 2,03 | 18 | 2,21 | 2,74 | 56 | 3,30 |
| 1898 . . | 1,74 | 2 | 2 | 4 | ... | 1 | 1 | ... | 13 | 2,08 | 18 | 2,26 | 1,86 | 17 | 2,03 | 3,29 | 77 | 4,06 |
| 1899 . . | 1,88 | 2 | 2 | 4 | ... | 4 | 1 | ... | 23 | 1,59 | 12 | 1,71 | 2,47 | 10 | 2,57 | 4,15 | 1,40 | 5,55 |
| 1900 . . | 2,21 | 2 | 2 | 4 | ... | 9 | 2 | ... | 15 | 1,19 | 21 | 1,39 | 3,68 | 57 | 4,25 | 3,70 | 40 | 4,10 |
| 1901 . . | 1,92 | 2 | ... | 2 | ... | 23 | † | ... | 18 | 1,13 | 31 | 1,44 | 3,70 | 15 | 3,85 | 3,10 | 2,52 | 5,62 |
| **Revenue Stores, including Coal, and Material for Construction.** | | | | | | | | | | | | | | | | | | |
| 1897 . . | 14,58 | 2,35 | 87 | 3,22 | 18 | 2,48 | 1,14 | ... | 3,10 | 12,27 | 2,44 | 14,71 | 9,15 | 2,60 | 11,75 | 4,52 | 3,17 | 7,69 |
| 1898 . . | 17,29 | 2,51 | 1,38 | 3,89 | 21 | 3,46 | 1,78 | ... | 3,17 | 14,21 | 2,65 | 16,86 | 9,46 | 2,46 | 11,92 | 3,78 | 4,33 | 8,11 |
| 1899 . . | 17,56 | 2,79 | 1,77 | 4,56 | 8 | 5,26 | 2,81 | ... | 4,27 | 13,56 | 3,09 | 16,65 | 9,69 | 3,17 | 12,86 | 5,40 | 6,11 | 11,51 |
| 1900 . . | 18,15 | 2,32 | 2,50 | 4,82 | 19 | 4,70 | 2,99 | ... | 4,10 | 12,15 | 2,30 | 14,45 | 9,18 | 4,12 | 13,30 | 4,50 | 6,91 | 11,41 |
| 1901 . . | 19,28 | 2,28 | 2,33 | 4,61 | 3 | 6,21 | † | ... | 4,64 | 14,91 | 2,73 | 17,64 | 7,16 | 4,95 | 12,11 | 4,32 | 6,64 | 10,96 |

NOTE.—For totals see

* Excluding Parlakimedi Light
† Transferred partly to the Bengal-Nágpur railway
‡ Decrease, due to ballast train earnings credited to railway material
§ Excluding the traffic on the Jamnagar railway from the 8th April to

# DIX 17.



*from Goods traffic of each railway (by systems).*

graphs 25, 31, 32, 33 and 34 of Report.)

key to the code letters used to express railway systems.

| 10 | | 11 | | 12 | 13 | 14 | 15 | 16 | 17 | | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 30 | Gauge. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 3′ 3⅜″ | | | | | | | | | | | | | | 2′ 6″ | 2′ 0″ | Class : No. |
| N. G. S. system. | | M. system. | | | | | | | R. and K. system. | | | | | | | | | | | |
| N. G. S. (a) & (b). | H. G. V. (c). | M. (a) to (c). | N. (d). | B. D. | D. S. | A. B. | D. | B and N. W. | R. and K. (a) & (b). | P. L. (c) | J. B. | U. C. | B. G. J. P. § | S. M. | W. I. P. | S. I. | B. | M. R. W. | D. H. | Calendar Year. |
| **General Merchandise.** | | | | | | | | | | | | | | | | | | | | |
| 14,10 | ... | 60,20 | ... | 2,03 | 2,93 | 2,29 | 4 | 24,90 | 5,32 | ... | 6,69 | 32 | 9,17 | 56,65 | 80 | 38,01 | 36,79 | 1,22 | 4,12 | 1897 |
| 16,41 | ... | 56,02 | ... | 1,84 | 2,92 | 3,24 | 5 | 29,90 | 6,96 | ... | 7,64 | 50 | 9,65 | 45,00 | 1,09 | 36,96 | 40,09 | 1,33 | 3,93 | 1898 |
| 19,92 | 50 | 58,78 | 32 | 1,84 | 3,11 | 4,19 | 4 | 36,80 | 8,64 | ... | 14,10 | 1,06 | 10,76 | 50,02 | 3,40 | 39,99 | 38,13 | 1,58 | 3,85 | 1899 |
| 26,14 | 5,63 | 58,82 | 58 | 2,27 | 3,58 | 4,78 | 4 | 36,11 | 8,07 | ... | 11,54 | 2,15 | 12,47 | 51,41 | 1,73 | 37,84 | 51,65 | 1,62 | 4,53 | 1900 |
| 19,22 | 9,33 | 78,70 | 102 | 3,28 | 3,30 | 7,44 | 5 | 42,74 | 8,68 | 23 | 11,39 | 1,13 | 7,76 | 44,20 | 1,89 | 45,57 | 56,16 | 98 | 4,07 | 1901 |
| **Coal and coke for the public and for Foreign railways.** | | | | | | | | | | | | | | | | | | | | |
| 12,72 | ... | 5,69 | ... | 2 | 3,45 | 12 | .... | 64 | ... | ... | 3 | ... | 9 | 30 | ... | 18 | 1 | 4 | 9 | 1897 |
| 13,80 | ... | 7,59 | ... | 3 | 3,72 | 13 | ... | 53 | ... | ... | 1 | ... | 8 | 18 | ... | 18 | ... | 1 | 12 | 1898 |
| 12,19 | ... | 7,18 | ... | 8 | 4,27 | 20 | ... | 73 | 1 | ... | 2 | ... | 11 | 11 | ... | 39 | ... | 7 | 14 | 1899 |
| 14,64 | 8 | 7,95 | ... | 13 | 4,07 | 23 | ... | 73 | 1 | ... | 14 | ... | 8 | 12 | ... | 22 | 1 | 2 | 18 | 1900 |
| 12,31 | 19 | 13,65 | ... | 9 | 4,83 | 31 | ... | 75 | 1 | ... | 19 | 1 | ... | 13 | ... | 27 | ... | 1 | 12 | 1901 |
| **Military Stores.** | | | | | | | | | | | | | | | | | | | | |
| 11 | ... | 80 | ... | ... | ... | 1 | ... | ... | 5 | ... | ... | ... | ... | 16 | ... | 3 | 25 | 1 | 1 | 1897 |
| 10 | ... | 76 | ... | ... | ... | ... | ... | ... | 4 | ... | ... | ... | ... | 19 | ... | 3 | 24 | ... | 2 | 1898 |
| 26 | ... | 60 | 1 | ... | ... | 2 | ... | ... | 2 | ... | ... | ... | ... | 10 | ... | 3 | 15 | ... | 3 | 1899 |
| 15 | 1 | 56 | 1 | ... | ... | 1 | ... | ... | 2 | ... | ... | ... | ... | 13 | ... | 6 | 19 | ... | 3 | 1900 |
| 24 | 6 | 94 | 6 | ... | ... | 1 | ... | ... | 4 | ... | 2 | ... | ... | 19 | ... | 19 | 27 | ... | 3 | 1901 |
| **Live Stock.** | | | | | | | | | | | | | | | | | | | | |
| 8 | ... | 40 | ... | ... | ... | ... | ... | 2 | 1 | ... | 1 | ... | 2 | 14 | ... | 7 | 1,34 | ... | ... | 1897 |
| 7 | ... | 30 | ... | ... | 1 | ... | ... | 1 | ... | ... | 1 | ... | 1 | 7 | ... | 8 | 1,57 | ... | ... | 1898 |
| 6 | ... | 46 | ... | ... | 1 | 1 | ... | 2 | 1 | ... | 1 | ... | 3 | 12 | ... | 6 | 1,17 | ... | ... | 1899 |
| 9 | 4 | 63 | 3 | ... | 1 | 2 | ... | 1 | ... | ... | 9 | 4 | 5 | 13 | ... | 18 | 1,46 | 6 | ... | 1900 |
| 6 | — | 44 | ... | ... | ... | 1 | ... | 2 | ... | ... | 2 | ... | 1 | 12 | ... | 16 | 1,34 | ... | ... | 1901 |
| **Revenue Stores, including coal, and Material for construction.** | | | | | | | | | | | | | | | | | | | | |
| 1,11 | ... | 1,36 | ... | 22 | 2 | 1,74 | ... | 2,46 | 24 | ... | 11 | 2 | 34 | 4,22 | 1 | 1,40 | 3,27 | 2 | 14 | 1897 |
| 92 | ... | 1,64 | ... | 8 | 1 | 1,92 | ... | 1,88 | 23 | ... | 34 | ... | 26 | 3,21 | ... | 1,52 | 2,52 | 1 | 15 | 1898 |
| 1,78 | 2 | 1,78 | 2 | 8 | 4 | 1,99 | ... | 3,36 | 20 | ... | 44 | 1 | 17 | 3,71 | 2 | 1,28 | 3,45 | 1 | 19 | 1899 |
| 1,49 | 96 | 1,93 | 2 | 6 | 4 | 1,64 | ... | 2,89 | 21 | ... | 82 | 2 | 19 | 2,87 | 3 | 1,24 | 3,54 | 1 | 20 | 1900 |
| 1,00 | 1,23 | 3,06 | 1 | 3 | 2 | ‡96 | ... | 3,37 | 27 | 1 | 87 | 1 | 11 | 3,72 | 4 | 1,33 | 4,82 | 2 | 4 | 1901 |

**Appendix 13.**

railway, as the line was opened from the 22nd April 1901 only.
and partly to the Madras railway from the 1st January 1901.
for construction in previous years being credited to "Sundries" in 1901.
the 30th June 1897, for which no detailed statistics were maintained.

## Appendix 18.
Principal Commodities—Summary.

## APPEN

*Sum*

*of*

*Principal commodities carried by Indian railways treated as one*

(Referred to in para

(Details for each railway system

| Progressive No. | Description of commodity. | Quantity. | | Earnings. | | Quantity. | | Earnings. | |
|---|---|---|---|---|---|---|---|---|---|
| | | 1900. | 1901. | 1900. | 1901. | Increase. | Decrease. | Increase. | Decrease. |
| | | Tons. | Tons. | Rs. | Rs. | Tons. | Tons. | Rs. | Rs. |
| I | Apparel, including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes. | 13,282 | 13,441 | 3,00,690 | 3,52,930 | 159 | ... | 52,240 | ... |
| II | Coal and coke carried for the public and foreign railways | 7,283,826 | 8,016,493 | 2,10,93,360 | 2,34,54,819 | 732,667 | ... | 23,61,459 | ... |
| III | Cotton— | | | | | | | | |
| | 1. Raw | 472,968 | 822,737 | 62,78,130 | 1,30,86,900 | 349,769 | ... | 68,08,770 | ... |
| | 2. Manufactured— | | | | | | | | |
| | (*a*) Twist and yarn, European | 52,746 | 42,212 | 5,35,924 | 5,74,918 | ... | 10,534 | 38,994 | ... |
| | (*b*) Twist and yarn, Indian | 106,098 | 131,931 | 11,91,162 | 15,20,539 | 25,833 | ... | 3,29,377 | ... |
| | (*c*) Piece-goods, European | 190,507 | 230,046 | 37,88,596 | 43,81,042 | 39,539 | ... | 5,92,446 | ... |
| | (*d*) Piece-goods, Indian | 108,779 | 138,834 | 18,00,619 | 24,25,862 | 30,055 | ... | 6,25,243 | ... |
| | (*e*) Others | 3,902 | 5,252 | 57,815 | 1,05,747 | 1,350 | ... | 47,932 | ... |
| IV | Chemicals, excepting Saltpetre. | 5,390 | 8,620 | 1,02,277 | 1,61,368 | 3,230 | ... | 59,091 | ... |
| V | Drugs— | | | | | | | | |
| | 1. Intoxicating, other than opium | 21,258 | 36,475 | 2,01,616 | 4,30,793 | 15,217 | ... | 2,29,177 | ... |
| | 2. Non-intoxicating | | | | | | | | |
| | (*a*) Medical preparations | 3,284 | 2,267 | 63,489 | 50,889 | ... | 1,017 | ... | 12,600 |
| | (*b*) Others | 34,933 | 40,629 | 5,27,529 | 5,56,587 | 5,696 | ... | 29,058 | ... |
| VI | Dyes and Tans— | | | | | | | | |
| | 1. Al (Morinda Citrifolia) | 509 | 699 | 5,303 | 4,674 | 190 | ... | ... | 629 |
| | 2. Alizarine and aniline dyes | 3,745 | 4,685 | 80,033 | 1,04,005 | 940 | ... | 23,972 | ... |
| | 3. Cutch | 6,751 | 5,367 | 68,527 | 54,333 | ... | 1,384 | ... | 14,194 |
| | 4. Indigo | 13,323 | 11,118 | 2,88,164 | 2,15,248 | ... | 2,205 | ... | 72,916 |
| | 5. Myrabolams | 62,064 | 70,929 | 4,88,298 | 5,65,415 | 8,865 | ... | 77,117 | ... |
| | 6. Tanning barks | 99,887 | 77,300 | 5,18,879 | 3,80,990 | ... | 22,587 | ... | 1,37,889 |
| | 7. Turmeric | 49,434 | 66,403 | 5,35,956 | 7,15,141 | 16,969 | ... | 1,79,185 | ... |
| | 8. Others | 28,710 | 29,286 | 3,81,867 | 3,83,007 | 516 | ... | 1,140 | ... |
| VII | Fodder— | | | | | | | | |
| | 1. Oil-cake | 125,833 | 130,748 | 4,95,615 | 5,36,585 | 4,915 | ... | 40,970 | ... |
| | 2. Hay, straw and grass | 696,120 | 163,927 | 27,21,063 | 5,63,388 | ... | 532,193 | ... | 21,57,675 |
| VIII | Fruits and vegetables, fresh. | 201,533 | 223,069 | 12,33,055 | 14,24,377 | 21,536 | ... | 191,322 | ... |
| IX | Grain and Pulse— | | | | | | | | |
| | 1. Gram and pulse | 1,758,283 | 1,608,838 | 1,19,26,806 | 1,15,25,779 | ... | 149,445 | ... | 4,01,027 |
| | 2. Jawar and Bajra | 1,274,571 | 1,174,491 | 77,11,548 | 73,26,023 | ... | 100,170 | ... | 3,85,525 |
| | 3. Rice in the husk | 912,254 | 1,085,669 | 40,53,066 | 45,76,066 | 173,415 | ... | 5,23,000 | ... |
| | 4. Rice not in the husk | 2,835,596 | 1,743,697 | 1,78,21,486 | 90,33,662 | ... | 1,091,899 | ... | 87,87,824 |
| | 5. Wheat | 2,020,098 | 1,623,939 | 1,32,57,322 | 1,39,45,558 | ... | 396,159 | 6,88,236 | ... |
| | 6. Wheat flour | 106,161 | 121,466 | 6,40,492 | 7,49,907 | 15,305 | ... | 109,415 | ... |
| | 7. Others | 1,392,108 | 737,966 | 89,51,973 | 42,40,506 | ... | 654,142 | ... | 47,11,467 |
| | Carried over | 19,884,013 | 18,368,444 | 10,71,20,660 | 10,34,47,058 | ... | 1,515,569 | ... | 36,73,602 |

*system and the earnings therefrom during the Calendar year 1901.*

graphs 35 and 36 of Report.)

are shown in Appendix 19.)

| Progressive No. | Description of commodity—*contd.* | Quantity. | | Earnings. | | Quantity. | | Earnings. | |
|---|---|---|---|---|---|---|---|---|---|
| | | 1900. | 1901. | 1900. | 1901. | Increase. | Decrease. | Increase. | Decrease. |
| | | Tons. | Tons. | Rs. | Rs. | Tons. | Tons. | Rs. | Rs. |
| | Brought forward . . | 19,884,013 | 18,368,444 | 10,71,20,660 | 10,34,47,058 | ... | 1,515,569 | ... | 36,73,602 |
| X | Hides and skins— | | | | | | | | |
| | 1. Hides of cattle— | | | | | | | | |
| | (*a*) Dressed or tanned . . | 30,015 | 9,032 | 4,27,215 | 1,02,034 | ... | 20,983 | ... | 3,25,181 |
| | (*b*) Raw . . . . . | 181,157 | 82,304 | 24,09,062 | 8,60,796 | ... | 98,853 | ... | 15,48,266 |
| | 2. Skins of sheep, &c.— | | | | | | | | |
| | (*a*) Dressed or tanned . . | 11,749 | 11,198 | 1,47,388 | 1,16,391 | ... | 551 | ... | 30,997 |
| | (*b*) Raw . . . . . | 93,029 | 72,195 | 9,23,485 | 6,97,568 | ... | 20,834 | ... | 2,25,917 |
| XI | Horns . . . . . | 9,401 | 5,944 | 95,934 | 55,758 | ... | 3,457 | ... | 40,176 |
| XII | Hemp (Indian) and other fibres, excluding jute . . . . . | 64,445 | 73,827 | 4,39,558 | 5,60,767 | 9,382 | ... | 1,21,209 | ... |
| XIII | Jute— | | | | | | | | |
| | 1. Raw . . . . . | 693,531 | 1,147,115 | 46,81,481 | 51,85,477 | 453,584 | ... | 5,03,996 | ... |
| | 2. Gunny bags and cloth . . . | 583,812 | 259,499 | 21,13,419 | 21,95,787 | ... | 324,313 | 82,368 | ... |
| XIV | Lac . . . . . | 44,755 | 34,305 | 5,35,775 | 3,72,487 | ... | 10,450 | ... | 1,63,288 |
| XV | Leather— | | | | | | | | |
| | 1. Unwrought . . . . . | 10,147 | 8,093 | 1,74,302 | 1,24,138 | ... | 2,054 | ... | 50,164 |
| | 2. Wrought, excepting boots and shoes . . . . . | 7,284 | 7,403 | 1,32,121 | 1,34,705 | 119 | ... | 2,584 | ... |
| XVI | Liquors— | | | | | | | | |
| | 1. Ale and beer . . . . . | 37,197 | 44,637 | 3,68,900 | 4,19,485 | 7,440 | ... | 50,585 | ... |
| | 2. Spirits of all kinds, including country spirits . . . . | 17,568 | 18,571 | 2,50,903 | 2,55,299 | 1,003 | ... | 4,396 | ... |
| | 3. Wine . . . . . | 9,409 | 8,163 | 2,13,109 | 1,84,839 | ... | 1,246 | ... | 28,270 |
| | 4. All other sorts, including toddy and fermented liquor other than ale and beer . . . . | 7,449 | 10,604 | 35,881 | 41,933 | 3,155 | ... | 6,052 | ... |
| XVII | Metals— | | | | | | | | |
| | 1. Brass, unwrought . . . | 7,711 | 7,991 | 89,449 | 97,560 | 280 | ... | 8,111 | ... |
| | 2. Brass, wrought . . . . | 30,571 | 29,346 | 3,27,173 | 3,06,358 | ... | 1,225 | ... | 20,815 |
| | 3. Copper, unwrought . . . | 2,545 | 2,025 | 31,773 | 26,882 | ... | 520 | ... | 4,891 |
| | 4. Copper, wrought . . . . | 5,809 | 5,901 | 74,274 | 81,947 | 92 | ... | 7,673 | ... |
| | 5. Iron and steel— | | | | | | | | |
| | (*a*) Cast . . . . . | 23,188 | 26,292 | 2,04,941 | 2,37,757 | 3,104 | ... | 32,816 | ... |
| | (*b*) Unwrought . . . . | 33,926 | 42,844 | 2,13,281 | 2,44,572 | 8,918 | ... | 31,291 | ... |
| | (*c*) Wrought . . . . | 212,939 | 250,392 | 18,84,405 | 25,08,777 | 37,453 | ... | 6,24,372 | ... |
| | (*d*) Manufactures . . . | 76,729 | 88,560 | 9,28,004 | 9,90,762 | 11,831 | ... | 62,758 | ... |
| | 6. Zinc and spelter . . . . | 1,297 | 1,482 | 23,966 | 27,327 | 185 | ... | 3,361 | ... |
| | 7. Others . . . . . | 177,083 | 2,00,012 | 7,93,949 | 9,52,805 | 22,929 | ... | 1,58,856 | ... |
| XVIII | Oils— | | | | | | | | |
| | 1. Kerosine . . . . . | 387,937 | 441,561 | 28,04,792 | 31,05,735 | 53,624 | ... | 3,00,943 | ... |
| | 2. Castor . . . . . | 10,571 | 10,879 | 72,955 | 79,251 | 308 | ... | 6,296 | ... |
| | 3. Cocoanut . . . . . | 15,856 | 18,064 | 1,59,485 | 1,74,454 | 2,208 | ... | 14,969 | ... |
| | 4. Mustard and rape . . . | 15,006 | 17,826 | 1,42,505 | 1,86,353 | 2,820 | ... | 43,848 | ... |
| | 5. Others . . . . . | 51,003 | 53,847 | 3,75,940 | 4,09,356 | 2,844 | ... | 33,416 | ... |
| | Carried over . . | 22,737,132 | 21,358,356 | 12,81,96,085 | 12,41,84,418 | ... | 1,378,776 | ... | 40,11,667 |

*P. T. O.*

## Appendix 18.
Principal Commodities—Summary.

APPEN

*Sum*
*of*

*Principal commodities carried by Indian railways treated as one*
(Referred to in paragraphs
(Details for each railway system

| Progressive No. | Description of commodity—*contd.* | Quantity. | | Earnings. | | Quantity. | | Earnings. | |
|---|---|---|---|---|---|---|---|---|---|
| | | 1900. | 1901. | 1900. | 1901. | Increase. | Decrease. | Increase. | Decrease. |
| | | Tons. | Tons. | Rs. | Rs. | Tons. | Tons. | Rs. | Rs. |
| | Brought forward . . | 22,737,132 | 21,358,356 | 12,81,96,085 | 12,41,84,418 | ... | 1,378,776 | ... | 40,11,667 |
| XIX | Oil-seeds— | | | | | | | | |
| | 1. Castor . . . . . | 127,178 | 220,968 | 7,10,787 | 11,91,048 | 93,790 | ... | 4,80,261 | ... |
| | 2. Earthnuts . . . . . | 24,893 | 87,198 | 90,973 | 1,88,988 | 62,305 | ... | 98,015 | ... |
| | 3. Linseed . . . . . | 427,886 | 558,758 | 24,11,554 | 36,65,119 | 130,872 | ... | 12,53,565 | ... |
| | 4. Poppy . . . . . | 94,994 | 90,286 | 7,15,551 | 7,49,326 | ... | 4,708 | 33,775 | ... |
| | 5. Rape and mustard . . . | 316,005 | 718,929 | 19,66,971 | 66,10,883 | 402,924 | ... | 46,43,912 | ... |
| | 6. Til or jinjili . . . . . | 334,438 | 323,377 | 25,35,974 | 25,53,287 | ... | 11,061 | 17,313 | ... |
| | 7. Cotton seed . . . . . | 55,650 | 232,075 | 96,662 | 20,54,739 | 176,425 | ... | 19,58,077 | ... |
| | 8. Others . . . . . | 163,925 | 263,756 | 9,84,759 | 18,57,195 | 99,831 | ... | 8,72,436 | ... |
| XX | Opium . . . . . | 29,232 | 25,040 | 5,39,257 | 4,72,442 | ... | 4,192 | ... | 66,815 |
| XXI | Paper and paste-board . . . | 41,359 | 39,195 | 4,34,584 | 4,10,693 | ... | 2,164 | ... | 23,891 |
| XXII | Provisions— | | | | | | | | |
| | 1. Dried fruits . . . . . | 177,000 | 169,855 | 19,86,542 | 18,70,316 | ... | 7,145 | ... | 1,16,226 |
| | 2. Ghee . . . . . | 110,089 | 84,457 | 14,32,903 | 11,05,009 | ... | 25,632 | ... | 3,27,894 |
| | 3. Potatoes . . . . . | 42,067 | 45,477 | 3,68,998 | 4,56,286 | 3,410 | ... | 87,288 | ... |
| | 4. Others . . . . . | 264,881 | 289,767 | 22,23,486 | 23,47,216 | 24,886 | ... | 1,23,730 | ... |
| XXIII | Railway plant and rolling-stock carried for the Public and Foreign Railways— | | | | | | | | |
| | 1. Locomotives, engines and tenders and parts thereof. | 3,167 | 3,404 | 16,202 | 16,346 | 237 | ... | 144 | ... |
| | 2. Carriages and trucks and parts thereof . . . . . | 15,377 | 17,370 | 51,232 | 76,463 | 1,993 | ... | 25,231 | ... |
| | 3. Materials— | | | | | | | | |
| | (*a*) Steel rails and fish-plates . | 51,774 | 43,297 | 2,61,985 | 1,60,653 | ... | 8,477 | ... | 1,01,332 |
| | (*b*) Sleepers and keys of steel and cast-iron . . . | 30,460 | 10,506 | 1,54,982 | 72,093 | ... | 19,954 | ... | 82,889 |
| | (*c*) Sleepers of wood . . | 4,596 | 21,325 | 17,693 | 60,848 | 16,729 | ... | 43,155 | ... |
| | (*d*) Others . . . . . | 309,619 | 192,713 | 11,88,815 | 9,61,787 | ... | 116,906 | ... | 2,27,028 |
| XXIV | Salt . . . . . | 1,628,454 | 1,626,680 | 96,40,000 | 93,45,943 | ... | 1,774 | ... | 2,94,057 |
| XXV | Saltpetre and other saline substances— | | | | | | | | |
| | 1. Saltpetre . . . . . | 52,768 | 47,172 | 3,92,397 | 3,23,403 | ... | 5,596 | ... | 68,994 |
| | 2. Other saline substances . . | 39,609 | 33,938 | 3,00,970 | 2,75,021 | ... | 5,671 | ... | 25,949 |
| XXVI | Silk— | | | | | | | | |
| | 1. Raw— | | | | | | | | |
| | (*a*) Foreign . . . . | 1,150 | 1,431 | 32,685 | 39,553 | 281 | ... | 6,868 | ... |
| | (*b*) Indian . . . . . | 2,240 | 3,654 | 36,964 | 63,255 | 1,414 | ... | 26,291 | ... |
| | 2. Piece-goods— | | | | | | | | |
| | (*a*) Foreign . . . . | 174 | 276 | 6,295 | 11,845 | 102 | ... | 5,550 | ... |
| | (*b*) Indian . . . . . | 447 | 353 | 15,202 | 10,543 | ... | 94 | ... | 4,659 |
| XXVII | Spices— | | | | | | | | |
| | 1. Betel-nuts . . . . . | 85,856 | 87,086 | 9,19,532 | 9,20,649 | 1,230 | ... | 1,117 | ... |
| | 2. Cardamoms . . . . . | 2,299 | 2,020 | 40,405 | 32,689 | ... | 279 | ... | 7,716 |
| | 3. Chillies . . . . . | 85,285 | 86,528 | 9,26,784 | 8,66,557 | 1,243 | ... | ... | 60,227 |
| | 4. Ginger . . . . . | 6,502 | 6,685 | 75,788 | 81,415 | 183 | ... | 5,627 | ... |
| | 5. Pepper . . . . . | 6,325 | 6,182 | 1,20,433 | 1,18,574 | ... | 143 | ... | 1,859 |
| | 6. Others . . . . . | 51,509 | 67,525 | 4,95,895 | 7,06,024 | 16,016 | ... | 2,10,129 | ... |
| | Carried over . . | 27,324,340 | 26,765,639 | 15,93,89,345 | 16,38,60,626 | ... | 558,701 | 44,71,281 | ... |

**DIX 18—*concluded.***



*mary*

*system and the earnings therefrom during the Calendar year 1901.*
35 and 36 of Report).
**are shown in Appendix 19.)**

| Progressive No. | Description of commodity—*concld.* | Quantity. | | Earnings. | | Quantity. | | Earnings. | |
|---|---|---|---|---|---|---|---|---|---|
| | | 1900. | 1901. | 1900. | 1901. | Increase. | Decrease. | Increase. | Decrease. |
| | | Tons. | Tons. | Rs. | Rs. | Tons. | Tons. | Rs. | Rs. |
| | Brought forward . | 27,324,340 | 26,765,639 | 15,93,89,345 | 16,38,60,626 | ... | 558,701 | 44,71,281 | ... |
| XXVIII | Stone and lime . . . . . | 1,175,400 | 1,213,217 | 23,50,668 | 24,96,185 | 37,817 | ... | 1,45,517 | ... |
| XXIX | Sugar— | | | | | | | | |
| | 1. Refined or crystalized, including sugarcandy . . . . | 261,518 | 324,389 | 27,70,224 | 35,40,148 | 62,871 | ... | 7,69,924 | ... |
| | 2. Unrefined— | | | | | | | | |
| | (*a*) Sugar . . . . . | 176,140 | 256,821 | 11,04,746 | 15,15,143 | 80,681 | ... | 4,10,397 | ... |
| | (*b*) *Gur, rab*, jaggree, molasses and other saccharine produce . . . . | 681,329 | 902,281 | 45,15,856 | 62,74,373 | 220,952 | ... | 17,58,517 | ... |
| XXX | Tea— | | | | | | | | |
| | 1. Foreign . . . . . | 1,541 | 1,261 | 34,218 | 27,579 | ... | 280 | ... | 6,639 |
| | 2. Indian . . . . . | 142,355 | 153,271 | 13,39,222 | 13,41,633 | 10,916 | ... | 2,411 | ... |
| XXXI | Tobacco— | | | | | | | | |
| | 1. Unmanufactured . . . . | 174,382 | 221,937 | 15,44,522 | 17,79,993 | 47,555 | ... | 2,35,471 | ... |
| | 2. Manufactured— | | | | | | | | |
| | (*a*) Cigar . . . . . | 4,414 | 5,100 | 87,902 | 93,425 | 686 | ... | 5,523 | ... |
| | (*b*) Other sorts . . . | 11,492 | 11,294 | 1,40,484 | 1,40,608 | ... | 198 | 124 | ... |
| XXXII | Wood— | | | | | | | | |
| | 1. Timber, unwrought . . . | 810,087 | 861,185 | 25,80,243 | 27,38,388 | 51,098 | ... | 1,58,145 | ... |
| | 2. Manufactures . . . . | 58,893 | 64,220 | 4,04,145 | 4,65,181 | 5,327 | ... | 61,036 | ... |
| XXXIII | Wool— | | | | | | | | |
| | 1. Raw . . . . . | 30,294 | 30,251 | 5,96,811 | 5,93,498 | ... | 43 | ... | 3,313 |
| | 2. Manufactured— | | | | | | | | |
| | (*a*) Carpets and rugs . . | 2,500 | 2,379 | 47,269 | 44,339 | ... | 121 | ... | 2,930 |
| | (*b*) Piece-goods, European . | 1,767 | 2,009 | 34,825 | 46,995 | 242 | ... | 12,170 | ... |
| | (*c*) Piece-goods, Indian . . | 6,985 | 5,155 | 1,47,004 | 1,04,452 | ... | 1,830 | ... | 42,552 |
| | (*d*) Other sorts of manufactures. | 2,970 | 3,973 | 45,895 | 69,339 | 1,003 | ... | 23,444 | ... |
| XXXIV | All other articles of merchandise— | | | | | | | | |
| | 1. Bones . . . . . | | | | | | | | |
| | 2. Firewood . . . . . | | | | | | | | |
| | 3. Indigo seed . . . . . | | | | | | | | |
| | 4. Paints and colours . . . | | | | | | | | |
| | 5. Seeds other than oil-seeds . | 2,281,886 | 2,585,521 | 1,44,73,610 | 1,52,85,765 | 303,635 | ... | 8,12,155 | ... |
| | 6. Manures . . . . . | | | | | | | | |
| | 7. Lucifer matches . . . . | | | | | | | | |
| | 8. Others . . . . . | | | | | | | | |
| | Grand Total . | 33,148,293 | 33,409,903 | 19,16,06,989 | 20,04,17,670 | 261,610 | ... | 88,10,681 | ... |
| XXXV | Animals— | | | | | | | | |
| | 1. Horses . . . . . | 8,747 | 8,495 | 3,56,256 | 3,25,058 | ... | 252 | ... | 31,198 |
| | 2. Cattle . . . . . | 75,705 | 50,730 | 10,16,093 | 7,01,607 | ... | 24,975 | ... | 3,14,486 |
| | 3. Sheep, etc. . . . . | 32,176 | 32,672 | 4,97,525 | 5,02,571 | 496 | ... | 23,046 | ... |
| | 4. Elephants . . . . . | | | | | | | | |

## Appendix 19.
Principal Commodities—Details.



*Principal commodities carried by each railway (by systems)*

(Referred to in paragraphs

| Progressive No. | GAUGE. | 5' 6" | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | CLASSIFICATION No. | 1 | | 2 | | 3 | | 4 | |
| | Railway. | East Indian, | | Eastern Bengal. | | Bengal Central. | | Bengal-Nágpur (*a*) & (*b*). | |
| | Description of commodity. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| I | APPAREL, INCLUDING DRAPERY, HABERDASHERY, MILLINERY, UNIFORMS, ACCOUTREMENTS, BOOTS AND SHOES | Tons. 3,345 | Rs. 1,23,032 | Tons. 1,025 | Rs. 11,248 | Tons. 61 | Rs. 489 | Tons. 355 | Rs. 11,358 |
| II | COAL AND COKE CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS | 5,293,751 | 1,80,25,301 | 292,222 | 2,79,126 | 28,629 | 30,874 | 805,032 | 8,69,543 |
| III | COTTON— | | | | | | | | |
| | 1. Raw | 51,093 | 6,99,470 | 3,552 | 12,446 | 91 | 601 | 17,137 | 2,11,654 |
| | 2. Manufactured— | | | | | | | | |
| | (*a*) Twist and yarn, European | 1,917 | 55,943 | 3,286 | 25,299 | 443 | 2,379 | 2,105 | 10,021 |
| | (*b*) Twist and yarn, Indian | 18,610 | 1,80,971 | 3,411 | 23,227 | 25 | 117 | 11,770 | 1,41,349 |
| | (*c*) Piece-goods, European | 58,958 | 16,60,916 | 27,745 | 2,79,208 | 1,494 | 8,511 | 3,616 | 35,477 |
| | (*d*) Piece-good, Indian | 10,211 | 150,252 | 1,144 | 9,415 | 27 | 129 | 3,821 | 67,837 |
| | (*e*) Others | 1,183 | 34,373 | ... | ... | ... | ... | ... | ... |
| IV | CHEMICALS, EXCEPTING SALTPETRE. | 3,438 | 68,955 | 241 | 3,322 | ... | 17 | 195 | 2,363 |
| V | DRUGS— | | | | | | | | |
| | 1. Intoxicating other than opium | 292 | 4,086 | 182 | 3,991 | 4 | 39 | 63 | 1,283 |
| | 2. Non-intoxicating— | | | | | | | | |
| | (*a*) Medical preparations | 487 | 16,698 | ... | ... | 24 | 336 | ... | ... |
| | (*b*) Others | 3,616 | 52,519 | 789 | 12,277 | 4 | 48 | 776 | 7,059 |
| VI | DYES AND TANS— | | | | | | | | |
| | 1. Al (Morinda Citrifolia) | 174 | 1,540 | ... | ... | ... | ... | ... | ... |
| | 2. Alizarine and aniline dyes | 376 | 9,129 | ... | ... | ... | ... | ... | ... |
| | 3. Cutch | 1,117 | 13,323 | 212 | 1,497 | 12 | 34 | ... | ... |
| | 4. Indigo | 3,404 | 96,693 | 193 | 1,901 | ... | ... | ... | ... |
| | 5. Myrabolams | 6,223 | 58,903 | ... | ... | ... | ... | ... | ... |
| | 6. Tanning barks | 4,815 | 12,847 | ... | ... | 14 | 76 | 23,892 | 1,94,144 |
| | 7. Turmeric | 6,452 | 1,44,943 | 3,463 | 21,334 | 426 | 1,815 | 2,993 | 27,663 |
| | 8. Others | 4,082 | 48,013 | 127 | 1,918 | 2 | 23 | 2,925 | 11,163 |
| VII | FODDER— | | | | | | | | |
| | 1. Oil-cake | 36,736 | 1,63,050 | 6,528 | 12,748 | 905 | 2,053 | 1,843 | 6,870 |
| | 2. Hay, straw and grass | 14,446 | 49,468 | 30,294 | 34,561 | 4 | 16 | 1,445 | 3,421 |
| VIII | FRUITS AND VEGETABLES, FRESH | 8,394 | 88,791 | 5,933 | 35,647 | 4,412 | 14,290 | 7,464 | 64,033 |
| IX | GRAIN AND PULSE— | | | | | | | | |
| | 1. Gram and pulse | 271,231 | 19,88,937 | 40,551 | 1,45,878 | 1,857 | 4,810 | 43,146 | 2,40,680 |
| | 2. Jawar and Bajra | 42,646 | 1,75,409 | ... | ... | ... | ... | ... | ... |
| | 3. Rice in the husk | 58,933 | 2,04,213 | 80,070 | 2,73,934 | 1,408 | 2,162 | 39,172 | 1,11,031 |
| | 4. Rice not in the husk | 270,705 | 13,45,655 | 102,923 | 3,16,565 | 2,934 | 6,760 | 155,117 | 10,20,043 |
| | 5. Wheat | 238,606 | 17,15,884 | 2,384 | 10,165 | 6 | 21 | 25,135 | 1,79,858 |
| | 6. Wheat flour | 23,024 | 1,52,005 | 1,942 | 17,237 | 238 | 811 | 1,657 | 8,496 |
| | 7. Others | 87,305 | 4,12,539 | 1,257 | 4,440 | 9 | 40 | 13,208 | 38,884 |
| X | HIDES AND SKINS— | | | | | | | | |
| | 1. Hides of cattle— | | | | | | | | |
| | (*a*)—Dressed or tanned | 1,495 | 22,900 | 9,743 | 57,368 | ... | ... | ... | ... |
| | (*b*)—Raw | 22,473 | 3,20,162 | | | 407 | 2,329 | 7,342 | 76,268 |
| | 2.—Skins of sheeps, &c.— | | | | | | | | |
| | (*a*)—Dressed or tanned | 602 | 12,678 | 969 | 5,278 | ... | ... | ... | ... |
| | (*b*)—Raw | 8,540 | 1,33,354 | | | 81 | 564 | ... | ... |
| XI | HORNS | 698 | 8,379 | 109 | 463 | ... | ... | 594 | 4,657 |
| XII | HEMP (INDIAN) AND OTHER FIBRES, EXCLUDING JUTE | 27,849 | 1,63,775 | 2,377 | 15,191 | 306 | 1,228 | 7,944 | 44,018 |
| XIII | JUTE— | | | | | | | | |
| | 1. Raw | 71,134 | 3,47,280 | 592,683 | 42,95,654 | 74,830 | 2,61,262 | ... | ... |
| | 2. Gunny bags and cloth | 56,418 | 8,19,523 | 16,914 | 84,252 | 386 | 1,867 | 8,598 | 89,027 |
| XIV | LAC | 19,147 | 2,83,177 | 1,197 | 7,192 | ... | ... | 5,971 | 37,247 |
| XV | LEATHER— | | | | | | | | |
| | 1. Unwrought | 1,139 | 48,560 | ... | ... | ... | ... | 807 | 2,823 |
| | 2. Wrought, excepting boots and shoes | 745 | 20,448 | 12 | 95 | 2 | 12 | ... | ... |
| | Carried over | 6,735,810 | 2,9 934,094 | 1,233,478 | 60,02,877 | 119,041 | 3,43,713 | 1,194,123 | 35,18,270 |

*and the earnings therefrom during the Calendar year 1901.*
35 and 36 of Report).

| 5' 6" | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 5 | | 6 | | 7 | | 8 | | 9 | | Progressive No. |
| Calcutta Port Commissioners' | | Oudh and Rohilkhand. | | North Western. | | Great Indian Peninsula. | | Bombay, Baroda and Central India (*a*) to (*e*) & (*k*) & (*l*). | | |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | I |
| 26 | 38 | 868 | 10,939 | 3,171 | 75,722 | 1,144 | 57,635 | 313 | 7,323 | |
| 22,752 | 7,761 | 33,566 | 1,23,467 | 34,675 | 1,22,420 | 160,217 | 4,20,516 | 69,822 | 2,82,180 | II |
| 726 | 581 | 8,988 | 58,513 | 65,602 | 7,92,265 | 338,443 | 83,14,035 | 116,252 | 11,28,867 | III |
| 83 | 95 | 2,817 | 22,310 | 2,248 | 48,349 | 9,645 | 1,91,454 | 170 | 2,710 | |
| 1,659 | 1,731 | 8,068 | 63,825 | 6,576 | 1,04,544 | 13,924 | 1,55,109 | 10,967 | 1,30,715 | |
| 17,261 | 18,519 | 9 613 | 63,903 | 23,475 | 6,55,477 | 26,854 | 8,98,046 | 4,228 | 91,950 | |
| 2,578 | 1,844 | 5,623 | 50,009 | 24,380 | 4,80,290 | 11,715 | 2,51,940 | 25,810 | 4,56,376 | |
| ... | ... | 438 | 4,007 | 686 | 16,420 | 585 | 19,917 | 388 | 7,553 | |
| 188 | 133 | 750 | 7,491 | 1,241 | 30,281 | 1,167 | 30,862 | 2 | 76 | IV |
| 68 | 77 | 202 | 3,438 | 379 | 6,097 | 34,592 | 4,01,225 | 28 | 798 | V |
| ... | ... | 16 | 454 | 368 | 10,509 | 216 | 7,147 | 3 | 52 | |
| 798 | 768 | 1,786 | 17,514 | 10,063 | 1,40,269 | 5,295 | 1,42,901 | 3,925 | 51,427 | |
| ... | ... | 39 | 292 | ... | ... | 139 | 1,046 | 56 | 643 | VI |
| ... | ... | 135 | 1,636 | 700 | 13,853 | 1,447 | 48,589 | 377 | 8,636 | |
| 31 | 40 | 307 | 2,288 | 23 | 170 | 781 | 15,324 | 110 | 784 | |
| 8 | 7 | 247 | 4,091 | 1,800 | 50,628 | 397 | 10,009 | 65 | 1,163 | |
| 3 | 5 | 255 | 1,638 | 357 | 4,128 | 32,431 | 2,66,227 | 44 | 623 | |
| ... | ... | 313 | 2,614 | 212 | 1,327 | 13,862 | 67,786 | 107 | 52 | |
| 2,263 | 1,806 | 2,387 | 30,268 | 4,373 | 54,278 | 8,333 | 1,28,633 | 2,372 | 43,104 | |
| 207 | 95 | 634 | 6,496 | 6,201 | 84,116 | 2,745 | 46,198 | 3,703 | 63,152 | |
| 102 | 78 | 2,106 | 7,940 | 7,121 | 30,852 | 10,033 | 57,005 | 5,558 | 35,681 | VII |
| 488 | 268 | 6,401 | 13,814 | 24,510 | 1,38,614 | 18,885 | 66,824 | 50,554 | 1,91,155 | |
| 596 | 466 | 11,944 | 46,904 | 21,408 | 1,60,509 | 23,480 | 1,98,015 | 20,278 | 1,17,597 | VIII |
| 32,052 | 22,221 | 109,474 | 4,79,909 | 175,189 | 10,81,988 | 244,389 | 28,94,788 | 104,485 | 5,42,315 | IX |
| 15 | 17 | 71,635 | 3,17,042 | 247,718 | 14,89,072 | 228,448 | 21,09,887 | 82,548 | 3,52,733 | |
| 472 | 447 | 3,623 | 13,501 | 28,318 | 1,10,962 | 1,659 | 8,022 | 7,066 | 30,693 | |
| 28,172 | 20,299 | 42,057 | 1,65,073 | 128,085 | 7,66,542 | 132,336 | 9,74,785 | 92,636 | 7,35,855 | |
| 4,289 | 2,832 | 161,406 | 9,58,131 | 697,842 | 69,72,779 | 135,664 | 11,77,653 | 42,810 | 2,63,211 | |
| 1,156 | 1,253 | 7,555 | 29,270 | 39,058 | 1,67,490 | 15,089 | 1,35,221 | 4,943 | 42,671 | |
| 2,640 | 2,090 | 83,908 | 5,04,329 | 44,036 | 2,22,314 | 35,527 | 3,86,290 | 22,393 | 1,27,945 | |
| ... | ... | 5 | 16 | 403 | 3,721 | 1,462 | 26,076 | 84 | 1,066 | X |
| 55 | 95 | 5,353 | 32,630 | 10,266 | 1,18,487 | 4,300 | 70,091 | 1,301 | 9,428 | |
| ... | ... | ... | ... | 199 | 2,737 | 808 | 13,055 | 4 | 99 | |
| ... | ... | 1,573 | 6,807 | 9,929 | 1,10,967 | 6,999 | 99,279 | 1,752 | 23,212 | |
| 3 | 6 | 917 | 4,433 | 494 | 4,483 | 1,113 | 16,596 | 192 | 3,419 | XI |
| 1,461 | 1,009 | 7,549 | 27,159 | 810 | 6,357 | 13,735 | 2,16,953 | 237 | 2,816 | XII |
| 370,104 | 1,54,297 | 66 | 367 | 88 | 999 | 309 | 3,996 | 1,195 | 9,038 | XIII |
| 4,115 | 3,809 | 13,902 | 77,726 | 45,082 | 3,31,468 | 21,276 | 2,35,195 | 9,142 | 52,265 | |
| 1,972 | 4,291 | 478 | 3,301 | 750 | 7,296 | 576 | 7,080 | 115 | 516 | XIV |
| ... | ... | 10 | 75 | 1,689 | 22,665 | 947 | 15,057 | 396 | 2,167 | XV |
| 20 | 5 | 188 | 2,027 | 2,288 | 45,519 | 802 | 22,185 | 1,093 | 15,564 | |
| 496,363 | 2,46,983 | 607,202 | 31,65,647 | 1,671.813 | 1,44,86,964 | 1,561,769 | 2,02,08,652 | 687,524 | 48,38,100 | |

*P. T. O.*

Appendix 19.
Principal Commodities—Details.



*Principal commodities carried by each railway (by systems)*

(Referred to in paragraphs

| Progressive No. | | GAUGE. | 5' 6" | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | CLASSIFICATION No. | 1 | | 2 | | 3 | | 4 | |
| | | Railway. | East Indian. | | Eastern Bengal. | | Bengal Central | | Bengal-Nágpur (*a*) & (*b*). | |
| | | Discription of commodity—*contd.* | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| | | | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| | | Brought forward . | 6,735,810 | 2,99,34,094 | 1,233,478 | 60,02,877 | 119,041 | 3,43,713 | 1,194,123 | 35,18,270 |
| XVI | LIQUORS— | | | | | | | | | |
| | 1. Ale and beer . . . | | 6,693 | 66,588 | 275 | 2,681 | 2 | 18 | 815 | 3,860 |
| | 2. Spirits of all kinds, including country spirits . . . | | 608 | 19,446 | 14 | 154 | 12 | 53 | 388 | 2,904 |
| | 3. Wine . . . . . | | 1,172 | 45,538 | 397 | 13,945 | 29 | 391 | 204 | 3,528 |
| | 4. All other sorts, including toddy and fermented liquor other than ale and beer . | | 81 | 725 | ... | ... | ... | ... | ... | ... |
| XVII | METALS— | | | | | | | | | |
| | 1. Brass, unwrought . . | | 915 | 15,041 | 211 | 1,587 | 6 | 31 | ... | ... |
| | 2. Brass, wrought . . . | | 7,463 | 78,829 | 2,064 | 21,788 | 104 | 614 | 1,115 | 11,689 |
| | 3. Copper, unwrought . . | | 103 | 3,004 | 175 | 1,239 | ... | ... | ... | ... |
| | 4. Copper, wrought . . | | 564 | 9,419 | 152 | 2,115 | 19 | 22 | 162 | 2,431 |
| | 5. Iron and steel— | | | | | | | | | |
| | (*a*) Cast . . . . | | 10,969 | 99,928 | 1,371 | 7,691 | 15 | 37 | 647 | 6,502 |
| | (*b*) Unwrought . . | | 19,757 | 43,575 | ... | ... | ... | ... | ... | ... |
| | (*c*) Wrought . . . | | 42,861 | 5,58,979 | 15,876 | 1,14,057 | 369 | 2,047 | 12,721 | 43,672 |
| | (*d*) Manufactures . . | | 16,562 | 2,15,998 | 4,858 | 36,742 | 51 | 282 | 2,532 | 28,789 |
| | 6. Zinc and spelter . . . | | 1,482 | 27,327 | ... | ... | ... | ... | ... | ... |
| | 7. Others . . . . | | 4,519 | 92,676 | 2,030 | 24,585 | 526 | 2,578 | 1,14,766 | 1,56,508 |
| XVIII | OILS— | | | | | | | | | |
| | 1. Kerosine . . . . | | 70,214 | 6,56,351 | 1,27,465 | 2,58,252 | 2,819 | 6,874 | 14,535 | 1,21,971 |
| | 2. Castor . . . . | | 1,745 | 14,295 | 105 | 617 | 2 | 8 | 495 | 2,761 |
| | 3. Cocoanut . . . . | | 2,212 | 19,369 | 1,486 | 14,163 | 212 | 810 | 693 | 5,166 |
| | 4. Mustard and rape . . | | 5,102 | 85,295 | 4,865 | 40,092 | 835 | 2,704 | ... | ... |
| | 5. Others . . . . | | 2,278 | 32,980 | 646 | 3,533 | 8 | 31 | 1,690 | 10,421 |
| XIX | OIL SEEDS— | | | | | | | | | |
| | 1. Castor . . . . | | 29,922 | 1,98,633 | 47 | 252 | ... | ... | ... | ... |
| | 2. Earthnuts . . . . | | 99 | 623 | ... | ... | ... | 1 | ... | ... |
| | 3. Linseed . . . . | | 226,131 | 16,03,756 | 10,196 | 29,199 | 1,265 | 2,611 | 5,957 | 43,497 |
| | 4. Poppy . . . . | | 21,302 | 1,53,593 | ... | ... | 19 | 47 | ... | ... |
| | 5. Rape and mustard . . | | 179,346 | 17,02,448 | 20,923 | 82,538 | 3,089 | 5,871 | 7,706 | 70,224 |
| | 6. Til or jinjili . . . | | 27,745 | 1,62,926 | 732 | 2,935 | 961 | 2,345 | 19,342 | 1,36,771 |
| | 7. Cotton seed . . . | | 11,255 | 95,392 | ... | ... | ... | ... | ... | ... |
| | 8. Others . . . . | | 20,420 | 1,05,309 | 125 | 389 | 61 | 163 | 14,210 | 64,642 |
| XX | OPIUM . . . . . | | 8,329 | 2,45,684 | 17 | 225 | 1 | 14 | 36 | 1,106 |
| XXI | PAPER AND PASTE-BOARD . . | | 8,836 | 1,38,695 | 5,785 | 8,193 | 158 | 1,458 | 628 | 10,716 |
| XXII | PROVISIONS— | | | | | | | | | |
| | 1. Dried fruits . . . | | 6,574 | 88,346 | 215 | 1,669 | 199 | 833 | 5,772 | 48,296 |
| | 2. Ghee . . . . . | | 16,870 | 3,30,668 | 822 | 8,192 | 48 | 275 | 2,628 | 31,492 |
| | 3. Potatoes . . . . | | 45,435 | 4,56,240 | ... | ... | ... | ... | ... | ... |
| | 4. Others . . . . | | 26,036 | 2,99,038 | 11,498 | 88,216 | 151 | 740 | 3,290 | 39,200 |
| XXIII | RAILWAY PLANT AND ROLLING-STOCK CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS— | | | | | | | | | |
| | 1. Locomotives, engines and tenders and parts thereof. | | 805 | 6,211 | 806 | 256 | ... | ... | 164 | 1,762 |
| | 2. Carriages & trucks and parts thereof. | | 10,881 | 62,319 | 118 | 27 | ... | ... | 115 | 1,734 |
| | 3. Materials— | | | | | | | | | |
| | (*a*) Steel rails and fish-plates | | 5,886 | 55,053 | 1,212 | 6,785 | ... | ... | 203 | 1,245 |
| | (*b*) Sleepers & keys of steel and cast-iron. | | 1,240 | 19,118 | 3,490 | 9,497 | ... | ... | 225 | 2,036 |
| | (*c*) Sleepers of wood . . | | 13,065 | 34,563 | | | ... | ... | ... | ... |
| | (*d*) Others . . . | | 39,893 | 1,43,416 | 2,706 | 12,869 | ... | ... | 51,087 | 2,44,032 |
| XXIV | SALT . . . . . | | 239,834 | 11,49,691 | 72,913 | 3,61,789 | 4,302 | 10,601 | 66,459 | 3,83,821 |
| XXV | SALTPETRE AND OTHER SALINE SUBSTANCES— | | | | | | | | | |
| | 1. Saltpetre . . . . | | 20,026 | 2,03,048 | 46 | 288 | 5 | 17 | ... | ... |
| | 2. Other saline substances . | | 15,667 | 1,19,824 | 1,771 | 6,165 | 60 | 228 | ... | ... |
| | Carried over . | | 7,906,707 | 3,93,94,047 | 1,528,590 | 71,65,602 | 134,369 | 3,85,417 | 1,522,708 | 49,99,046 |

**DIX 19—*continued.***



*and the earnings therefrom during the Calendar year 1901.*

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| 5' 6" | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 5 | | 6 | | 7 | | 8 | | 9 | | Progressive No. |
| Calcutta Port Commissioners | | Oudh and Rohilkhand. | | North Western. | | Great Indian Peninsula. | | B., B. & C. I. (*a*) to (*d*) and (*k*) and (*l*). | | |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 496,363 | 2,46,983 | 607,202 | 31,65,647 | 1,671,813 | 1,44,86,964 | 1,561,769 | 2,02,08,652 | 687,524 | 48,38,100 | |
| 47 | 50 | 5,735 | 21,968 | 7,013 | 70,613 | 8,544 | 1,18,326 | 1,420 | 21,860 | XVI |
| 4 | 7 | 1,085 | 16,924 | 1,861 | 61,582 | 3,194 | 55,794 | 1,986 | 13,274 | |
| 71 | 95 | 820 | 10,905 | 1,725 | 45,208 | 547 | 21,805 | 947 | 14,899 | |
| ... | ... | ... | ... | 185 | 3,341 | 299 | 1,972 | 29 | 304 | |
| ... | ... | 43 | 428 | 399 | 3,975 | 1,851 | 31,386 | 635 | 7,214 | XVII |
| 1,240 | 1,479 | 3,398 | 24,852 | 1,626 | 20,367 | 2,235 | 36,875 | 1,590 | 19,322 | |
| 40 | 37 | 34 | 195 | 83 | 1,732 | 525 | 9,825 | 173 | 2,195 | |
| 85 | 81 | 167 | 1,235 | 617 | 8,336 | 1,055 | 19,362 | 643 | 9,717 | |
| 267 | 189 | 2,221 | 11,985 | 706 | 5,187 | 2,303 | 34,826 | 402 | 4,048 | |
| 27 | 24 | 52 | 176 | 361 | 3,271 | 7,441 | 1,07,512 | 406 | 3,375 | |
| 13,570 | 9,845 | 10,970 | 61,833 | 33,837 | 5,00,419 | 29,944 | 4,61,735 | 20,269 | 1,95,923 | |
| 6,407 | 2,437 | 2,329 | 20,178 | 10,716 | 1,87,320 | 4,618 | 99,529 | 5,888 | 74,190 | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 2,083 | 1,534 | 1,012 | 4,541 | 2,468 | 40,814 | 43,567 | 3,79,535 | 3,036 | 33,988 | |
| 40 | 48 | 14,840 | 82,219 | 18,524 | 3,52,949 | 50,878 | 7,05,748 | 15,648 | 1,60,793 | XVIII |
| 29 | 58 | 106 | 461 | 470 | 4,609 | 787 | 11,280 | 877 | 5,449 | |
| 514 | 637 | 66 | 424 | 2,309 | 29,193 | 2,504 | 36,189 | 736 | 9,672 | |
| 681 | 788 | 787 | 4,603 | 3,393 | 31,855 | 202 | 829 | 225 | 810 | |
| 524 | 334 | 634 | 4,010 | 3,387 | 34,328 | 7,792 | 85,221 | 2,987 | 25,572 | |
| 1,114 | 794 | 4,865 | 20,060 | 225 | 1,133 | 44,004 | 3,07,313 | 17,834 | 1,54,327 | XIX |
| ... | ... | 56 | 262 | 48 | 903 | 5,127 | 51,932 | 500 | 4,646 | |
| 34,162 | 19,452 | 42,989 | 1,78,491 | 10,848 | 1,55,979 | 78,944 | 10,27,546 | 9,293 | 78,523 | |
| 908 | 471 | 11,753 | 49,304 | 715 | 4,530 | 17,533 | 2,57,021 | 14,260 | 1,30,802 | |
| 10,683 | 7,275 | 35,048 | 1,64,430 | 186,060 | 21,73,410 | 47,025 | 6,40,061 | 84,334 | 5,67,805 | |
| 890 | 689 | 10,358 | 44,773 | 20,817 | 1,72,377 | 101,474 | 12,26,166 | 20,536 | 1,16,991 | |
| ... | ... | ... | ... | 60,822 | 2,69,913 | 159,998 | 16,89,434 | ... | ... | |
| 430 | 304 | 8,677 | 36,025 | 82,197 | 9,80,690 | 11,729 | 93,545 | 9,171 | 58,651 | |
| 6,263 | 6,048 | 1,232 | 26,780 | 95 | 1,205 | 436 | 12,383 | 1,944 | 63,208 | XX |
| 6,305 | 4,859 | 3,185 | 17,029 | 2,400 | 38,200 | 3,668 | 70,204 | 1,818 | 27,251 | XXI |
| 9 | 7 | 2,026 | 19,628 | 21,709 | 4,04,343 | 35,571 | 5,83,734 | 20,074 | 2,01,280 | XXII |
| 669 | 666 | 2,118 | 12,769 | 7,918 | 86,896 | 16,178 | 2,53,963 | 6,406 | 62,739 | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 1,150 | 1,159 | 1,249 | 13,538 | 10,385 | 1,64,102 | 26,012 | 3,10,913 | 25,979 | 1,19,088 | |
| 274 | ... | ... | } ... | 3 | 26 | 686 | 4,973 | 99 | 415 | XXIII |
| 3,832 | ... | ... | } | | | 1,382 | 7,670 | 1,002 | 4,472 | |
| 16,592 | 735 | ... | ... | 616 | 3,941 | 7,620 | 37,317 | 3,389 | 10,968 | |
| 34 | ... | ... | ... | 23,269 | 1,87,912 | 2,771 | 22,618 | 520 | 387 | |
| ... | ... | ... | ... | | | ... | ... | ... | ... | |
| 6,093 | 9 | 656 | 3,004 | | | 15,638 | 2,21,118 | 21,189 | 75,825 | |
| 90 | 47 | 70,035 | 2,92,778 | 110,462 | 7,48,960 | 187,743 | 16,44,376 | 164,245 | 4,53,002 | XXIV |
| | | | | | | | | | | XXV |
| 3,758 | 1,902 | 550 | 1,760 | 3,648 | 24,028 | 326 | 4,779 | 1,064 | 9,167 | |
| 32 | 35 | 201 | 815 | 8,207 | 74,687 | 2,829 | 36,490 | 724 | 10,863 | |
| 615,280 | 3,09,078 | 846,499 | 43,14,030 | 2,311,937 | 2,13,85,298 | 2,496,749 | 3,09,29,953 | 1,149,802 | 75,91,115 | |

*P. T. O.*

## Appendix 19.
Principal Commodities—Details.



*Principal commodities carried by each railway (by systems)*

(Referred to in paragraphs

| Pro-gressive No. | GAUGE. | 5' 6" | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | CLASSIFICATION No. | 1 | | 2 | | 3 | | 4 | |
| | Railways. | East Indian. | | Eastern Bengal. | | Bengal Central. | | Bengal-Nágpur. (*a*) & (*b*) | |
| | Description of commodity—*concld.* | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| | | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| | Brought forward . . | 7,906,707 | 3,93,94,047 | 1,528,590 | 71,65,602 | 134,369 | 3,85,417 | 1,522,708 | 49,99,046 |
| XXVI | SILK— | | | | | | | | |
| | 1. Raw— | | | | | | | | |
| | (*a*) Foreign . . . | 1 | 16 | 181 | 1,827 | ... | ... | ... | ... |
| | (*b*) Indian . . . . | 897 | 12,711 | | | ... | ... | 354 | 6,209 |
| | 2. Piece-goods— | | | | | | | | |
| | (*a*) Foreign . . . | 3 | 70 | ... | ... | ... | ... | ... | ... |
| | (*b*) Indian . . . . | 111 | 4,866 | ... | ... | ... | ... | ... | ... |
| XXVII | SPICES— | | | | | | | | |
| | 1. Betel-nuts . . . . | 10,885 | 2,49,690 | 9,399 | 79,798 | 4,649 | 16,515 | 2,733 | 26,118 |
| | 2. Cardamoms . . . | 439 | 11,350 | 267 | 5,663 | ... | ... | ... | ... |
| | 3. Chillies . . . . | 7,615 | 1,37,334 | 2,581 | 15,794 | 217 | 588 | 3,476 | 37,076 |
| | 4. Ginger . . . . | 711 | 7,215 | 889 | 13,903 | ... | ... | ... | ... |
| | 5. Pepper . . . . | 845 | 20,460 | 282 | 5,038 | ... | 1 | ... | ... |
| | 6. Others . . . . | 7,296 | 1,38,216 | 1,631 | 10,348 | 317 | 944 | 2,531 | 18,097 |
| XXVIII | STONE AND LIME . . . . | 215,137 | 8,72,299 | 23,327 | 35,027 | 1,648 | 2,050 | 31,195 | 1,28,569 |
| XXIX | SUGAR— | | | | | | | | |
| | 1. Refined or crystalized, including sugar-candy . . . | 16,381 | 1,43,097 | 8,197 | 52,073 | 437 | 1,714 | 8,062 | 56,764 |
| | 2. Unrefined— | | | | | | | | |
| | (*a*) Sugar . . . . | 65,065 | 3,79,294 | 11,962 | 56,706 | 3,972 | 8,755 | ... | ... |
| | (*b*) *Gur, rab*, jaggree, molasses and other saccharine produce . | 133,961 | 6,04,723 | 16,929 | 84,838 | 975 | 2,868 | 12,509 | 1,18,410 |
| XXX | TEA— | | | | | | | | |
| | 1. Foreign . . . . | 1 | 10 | 38,146 | 7,64,303 | ... | ... | ... | ... |
| | 2. Indian . . . . | 1,255 | 23,324 | | | 1 | 4 | 270 | 2,486 |
| XXXI | TOBACCO— | | | | | | | | |
| | 1. Unmanufactured . . | 32,758 | 3,21,931 | 33,469 | 3,22,894 | 1,237 | 5,575 | 4,352 | 36,173 |
| | 2. Manufactured— | | | | | | | | |
| | (*a*) Cigar . . . . | 133 | 3,874 | 208 | 3,088 | ... | ... | ... | ... |
| | (*b*) Other sorts . . . | 1,523 | 36,616 | | | 10 | 76 | 409 | 6,452 |
| XXXII | WOOD— | | | | | | | | |
| | 1. Timber, unwrought . . | 61,116 | 2,08,786 | 10,152 | 45,384 | 2,149 | 6,640 | 33,065 | 1,45,775 |
| | 2. Manufactures . . . | 6,453 | 70,783 | 2,394 | 18,643 | 264 | 1,172 | 1,719 | 11,612 |
| XXXIII | WOOL— | | | | | | | | |
| | 1. Raw . . . . . | 2,812 | 35,845 | 1,179 | 29,897 | ... | ... | ... | ... |
| | 2. Manufactured— | | | | | | | | |
| | (*a*) Carpets and rugs . . | 1,020 | 17,361 | 76 | 731 | ... | ... | ... | ... |
| | (*b*) Piece-goods, European . | 126 | 1,267 | | | ... | ... | ... | ... |
| | (*c*) Piece-goods, Indian . | 754 | 17,093 | | | ... | ... | ... | ... |
| | (*d*) Other sorts of manufactures . . . . | 901 | 22,866 | | | ... | ... | ... | ... |
| XXXIV | ALL OTHER ARTICLES OF MERCHANDISE— | | | | | | | | |
| | 1. Bones . . . . . | 16,236 | 93,749 | 90,760 | 5,61,299 | 4,863 | 17,211 | ... | ... |
| | 2. Firewood . . . . | 26,678 | 51,959 | | | | | 15,914 | 18,645 |
| | 3. Indigo seed . . . | 8,914 | 68,786 | | | | | ... | ... |
| | 4. Paints and colours . . | 2,005 | 28,992 | | | | | ... | ... |
| | 5. Seeds other than oil-seeds . | 9,047 | 56,162 | | | | | ... | ... |
| | 6. Manures . . . . | ... | ... | | | | | ... | ... |
| | 7. Lucifer matches . . . | ... | ... | | | | | ... | ... |
| | 8. Others . . . . | 419,742 | 39,13,823 | | | | | 46,652 | 2,97,984 |
| | TOTAL . | 8,956,528 | 4,69,39,615 | 1,780,619 | 92,72,856 | 155,108 | 4,49,530 | 1,685,949 | 59,09,416 |
| XXXV | ANIMALS— | | | | | | | | |
| | 1. Horses . . . . | 1,449 | 87,634 | 13 | 413 | ... | ... | 61 | 4,609 |
| | 2. Cattle . . . . | 2,252 | 52,574 | 70 | 615 | ... | 8 | 36 | 509 |
| | 3. Sheep, etc. . . . | 1,782 | 51,944 | 162 | 1,477 | ... | 5 | 1,907 | 18,334 |
| | 4. Elephants . . . . | ... | ... | ... | ... | ... | ... | ... | ... |

*and the earnings therefrom during the Calendar year 1901.*

35 and 36 of Report.)

| 5′ 6″ | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 5 | | 6 | | 7 | | 8 | | 9 | | Progressive No. |
| Calcutta Port Commissioners. | | Oudh and Rohilkhand. | | North Western. | | Great Indian Peninsula. | | Bombay, Baroda and Central India (*a*) to (*e*) & (*k*) & (*l*). | | |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 615,280 | 3,09,078 | 846,499 | 43,14,030 | 2,311,937 | 2,13,85,298 | 2,496,749 | 3,09,29,953 | 1,149,802 | 75,91,115 | |
| | | | | | | | | | | XXVI |
| ... 66 | ... 106 | ... ... | ... ... | 351 123 | 7,577 3,837 | 155 79 | 2,365 4,572 | 405 1,531 | 9,998 28,518 | |
| ... 9 | ... 16 | ... 2 | ... 84 | 30 65 | 640 1,444 | 82 5 | 3,708 489 | 63 67 | 2,095 1,768 | |
| | | | | | | | | | | XXVII |
| 2,683 | 2,543 | 2,022 | 34,391 | 522 | 5,566 | 7,148 | 1,61,269 | 1,059 | 18,582 | |
| 253 | 258 | 45 | 478 | 186 | 2,826 | 59 | 2,304 | 22 | 535 | |
| 77 | 82 | 1,204 | 9,437 | 4,402 | 40,368 | 9,767 | 1,21,411 | 3,063 | 38,758 | |
| 127 | 110 | 324 | 3,120 | 1,065 | 13,025 | 466 | 11,718 | 669 | 7,212 | |
| 183 | 223 | 115 | 1,179 | 656 | 19,532 | 587 | 21,888 | 435 | 9,693 | |
| 809 | 758 | 902 | 5,374 | 3,207 | 30,058 | 9,122 | 1,44,738 | 8,978 | 93,861 | |
| 3,428 | 1,598 | 62,264 | 98,710 | 358,234 | 4,42,863 | 87,870 | 2,45,355 | 35,745 | 87,813 | XXVIII |
| | | | | | | | | | | XXIX |
| 33,689 | 20,799 | 8,651 | 40,236 | 61,071 | 11,82,967 | 55,805 | 10,00,250 | 35,995 | 4,26,968 | |
| 3,859 | 3,049 | 57,623 | 2,65,361 | 10,156 | 80,955 | 9,456 | 1,00,635 | 514 | 4,087 | |
| 1,632 | 1,597 | 103,035 | 3,89,672 | 137,625 | 9,26,735 | 87,571 | 12,28,709 | 31,079 | 1,79,434 | |
| | | | | | | | | | | XXX |
| ... 52,814 | ... 6,470 | ... 1,814 | ... 12,604 | 457 2,341 | 12,794 37,832 | 97 682 | 1,976 19,263 | 242 206 | 3,538 3,583 | |
| | | | | | | | | | | XXXI |
| 1,694 | 1,560 | 5,960 | 27,703 | 15,248 | 1,47,033 | 8,906 | 96,917 | 25,314 | 1,57,964 | |
| 13 60 | 28 107 | 57 239 | 729 1,758 | 154 1,258 | 5,249 30,241 | 882 330 | 33,060 7,671 | 420 837 | 3,283 5,020 | |
| | | | | | | | | | | XXXII |
| 3,772 493 | 3,219 251 | 83,131 4,382 | 1,45,425 21,982 | 78,170 6,838 | 2,69,904 62,911 | 84,324 2,407 | 3,64,416 28,319 | 17,149 3,440 | 1,01,395 26,870 | |
| | | | | | | | | | | XXXIII |
| 1,769 | 2,016 | 310 | 1,378 | 12,464 | 3,46,071 | 915 | 17,490 | 2,165 | 47,298 | |
| 2 21 ... ... | 11 24 ... ... | 1 ... 275 ... | 4 ... 3,209 ... | 228 975 1,715 559 | 4,357 19,112 33,454 13,482 | 57 230 341 986 | 2,408 8,208 11,793 15,844 | 192 137 336 11 | 5,229 3,019 7,244 131 | |
| | | | | | | | | | | XXXIV |
| ... ... ... ... 559 ... ... | ... ... ... 2 327 ... ... | 145,011 | 7,41,005 | 30,163 101,147 ... ... ... ... 1,141 | 2,05,558 1,67,790 ... ... ... ... 59,770 | 30,175 69,598 ... ... ... ... ... | 1,31,772 1,01,683 ... ... ... ... ... | ... 51,127 ... ... ... ... ... | ... 1,90,067 ... ... ... ... ... | |
| 26,757 | 18,545 | | | 350,889 | 17,45,641 | 123,176 | 15,51,164 | 208,506 | 10,23,701 | |
| 750,055 | 3,72,747 | 1,323,866 | 61,17,869 | 3,493,377 | 2,73,04,890 | 3,088,027 | 3,63,71,348 | 1,579,509 | 1,00,78,779 | |
| | | | | | | | | | | XXXV |
| ... ... ... ... | ... ... ... ... | 689 353 7 ... | 13,639 4,058 310 ... | 3,351 1,872 141 ... | 1,05,686 33,451 5,080 ... | 521 16,753 12,281 ... | 31,870 1,47,960 2,05,388 ... | 137 11,923 7,939 ... | 4,124 1,56,708 1,49,041 ... | |

*P. T. O.*

Appendix 19.
Principal Commodities—Details.

APPEN

*Principal commodities carried by each railway (by systems)*

(Referred to in paragraphs

| Progressive No. | GAUGE. | 5′ 6″ | | | | | | 3′ 3⅜″ | |
|---|---|---|---|---|---|---|---|---|---|
| | CLASSIFICATION NO. | 9 | | 10 | | 11 | | 12 | |
| | Railways. | Rajputana-Malwa. (*f*) to (*j*) (3′ 3⅜″) | | Nizam's Guaranteed State. | | Madras. | | Bengal Dooars. | |
| | Description of commodity. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| I | APPAREL INCLUDING DRAPERY, HABERDASHERY, MILINARY, UNIFORMS, ACCOUTREMENTS, BOOTS AND SHOES | Tons. 474 | Rs. 14,071 | Tons. 166 | Rs. 4,331 | Tons. 219 | Rs. 3,890 | Tons. 22 | Rs. 126 |
| II | Coal and coke carried for the public and foriegn railways | 15,206 | 62,870 | 375,090 | 12,49,327 | 542,246 | 13,64,531 | 3,956 | 8,946 |
| III | COTTON— | | | | | | | | |
| | 1. Raw | 66,121 | 9,87,942 | 12,725 | 1,29,110 | 18,750 | 1,84,869 | ... | ... |
| | 2. Manufactured— | | | | | | | | |
| | (*a*) Twist and yarn, European | 226 | 2,413 | 3,219 | 41,266 | 5,447 | 46,235 | ... | ... |
| | (*b*) Twist and yarn, Indian | 13,663 | 3,54,497 | 2,932 | 44,379 | 15,405 | 1,13,126 | 44 | 125 |
| | (*c*) Piece-goods, European | 7,928 | 1,61,937 | 2,645 | 40,355 | 6,550 | 69,373 | 417 | 1,575 |
| | (*d*) Piece-goods, Indian | 25,136 | 6,75,386 | 1,626 | 23,042 | 8,678 | 89,993 | 22 | 133 |
| | (*e*) Others | 451 | 10,110 | 90 | 1,492 | 280 | 2,936 | ... | ... |
| IV | CHEMICALS, EXCEPTING SALTPETRE | 3 | 57 | 80 | 1,578 | 74 | 2,098 | 1 | 5 |
| V | DRUGS— | | | | | | | | |
| | 1. Intoxicating other than opium | 130 | 1,911 | 22 | 441 | 5 | 160 | ... | ... |
| | 2. Non-intoxicating— | | | | | | | | |
| | (*a*) Medical preparations | 5 | 91 | 81 | 1,385 | 328 | 4,426 | ... | ... |
| | (*b*) Others | 1,896 | 38,548 | 858 | 8,586 | 2,953 | 26,430 | 19 | 125 |
| VI | DYES AND TANS— | | | | | | | | |
| | 1. Al (Morinda Citrifolia) | 171 | 571 | ... | ... | 7 | 46 | ... | ... |
| | 2. Alizine and aniline dyes | 256 | 5,760 | 216 | 3,483 | 324 | 4,225 | ... | ... |
| | 3. Cutch | 99 | 1,163 | 129 | 1,496 | 51 | 409 | ... | ... |
| | 4. Indigo | 337 | 5,257 | 136 | 2,056 | 1,581 | 18,328 | ... | ... |
| | 5. Myrabolans | 302 | 2,881 | 383 | 2,072 | 2,081 | 10,616 | ... | ... |
| | 6. Tanning barks | 799 | 7,794 | 4,189 | 23,390 | 28,331 | 1,62,843 | ... | ... |
| | 7. Turmeric | 3,467 | 47,465 | 1,105 | 13,860 | 11,463 | 72,344 | ... | ... |
| | 8. Others | 3,178 | 80,168 | 303 | 4,068 | 1,083 | 10,572 | ... | ... |
| VII | FODDER— | | | | | | | | |
| | 1. Oil-cake | 6,074 | 33,882 | 2,279 | 13,050 | 5,028 | 21,738 | ... | ... |
| | 2. Hay, straw and grass | 3,471 | 15,680 | 2,732 | 6,486 | 1,785 | 6,530 | 121 | 434 |
| VIII | FRUITS AND VEGETABLES, FRESH | 27,083 | 1,58,039 | 2,454 | 22,524 | 8,839 | 56,157 | 7 | 46 |
| IX | GRAINS AND PULSE— | | | | | | | | |
| | 1. Grams and pulse | 199,481 | 23,40,669 | 29,968 | 1,61,814 | 99,202 | 5,31,434 | 1,037 | 3,001 |
| | 2. Jawar and bajra | 174,050 | 14,43,389 | 44,735 | 2,04,225 | 70,660 | 2,81,753 | ... | ... |
| | 3. Rice in the husk | 2,887 | 14,922 | 892 | 4,568 | 165,231 | 6,66,984 | 570 | 1,590 |
| | 4. Rice not in the husk | 63,113 | 4,03,866 | 48,894 | 2,92,157 | 135,117 | 6,58,649 | 9,077 | 26,242 |
| | 5. Wheat | 193,642 | 21,82,970 | 13,469 | 71,863 | 2,406 | 11,523 | ... | ... |
| | 6. Wheat flour | 8,168 | 54,093 | 2,596 | 15,068 | 4,720 | 35,899 | 113 | 497 |
| | 7. Others | 115,629 | 10,90,359 | 2,190 | 9,195 | 68,270 | 3,26,607 | 260 | 465 |
| X | HIDES AND SKINS— | | | | | | | | |
| | 1. Hides of cattle— | | | | | | | | |
| | (*a*) Dressed or tanned | 49 | 487 | 46 | 719 | 3,752 | 37,071 | ... | ... |
| | (*b*) Raw | 2,602 | 31,280 | 742 | 6,688 | 5,961 | 56,768 | 78 | 271 |
| | 2. Skins of sheep, etc.— | | | | | | | | |
| | (*a*) Dressed or tanned | 150 | 731 | 70 | 1,170 | 7,345 | 58,248 | ... | ... |
| | (*b*) Raw | 2,964 | 31,928 | 2,225 | 20,354 | 22,495 | 1,77,004 | ... | ... |
| XI | HORNS | 137 | 1,217 | 271 | 3,145 | 546 | 3,555 | ... | ... |
| XII | HEMP (INDIAN) AND OTHER FIBRES EXCLUDING JUTE | 1,471 | 14,000 | 307 | 3,406 | 2,094 | 8,476 | ... | ... |
| XIII | JUTE— | | | | | | | | |
| | 1. Raw | 3,447 | 35,990 | 13 | 133 | 79 | 656 | 7,536 | 16,696 |
| | 2. Gunny bags and cloth | 16,100 | 1,32,246 | 4,271 | 35,886 | 12,015 | 78,204 | 61 | 140 |
| XIV | LAC | 448 | 4,216 | 25 | 345 | 108 | 936 | ... | ... |
| XV | LEATHER— | | | | | | | | |
| | 1. Unwrought | 469 | 4,351 | 1,067 | 13,471 | 807 | 6,420 | ... | ... |
| | 2. Wrought, excepting boots and shoes | 801 | 10,550 | 158 | 2,306 | 519 | 9,594 | ... | ... |
| | Carried over | 962,084 | 1,04,65,667 | 565,379 | 24,84,290 | 1,262,835 | 52,22,556 | 23,339 | 60,417 |

DIX 19—*continued.*



*and the earnings therefrom during the Calendar year 1901.*

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3′ 3½″

| 13 (a) | | 14 | | 15 | | 16 | | 17 | | | | Progressive No. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Rohilkund and Kumaon system. | | | | |
| Dibru-Sadiya. | | Assam-Bengal. | | Deoghur. | | Bengal and North-Western. | | R. & K. (a) & (b). | | Powayan Light (c). | | |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | I |
| ... | ... | 219 | 2,658 | .. | ... | 487 | 4,933 | 347 | 4,205 | 11 | 43 | |
| 243,608 | 4,28,878 | 13,214 | 31,320 | ... | ... | 43,148 | 74,776 | 537 | 634 | ... | ... | II |
| 215 | 3,097 | 888 | 6,572 | ... | ... | 934 | 8,928 | 53 | 308 | 2 | 6 | III |
| ... | ... | 602 | 2,566 | 36 | 9 | 225 | 1,607 | 4 | 18 | ... | ... | |
| ... | ... | 85 | 723 | 5 | 2 | 4,406 | 34,747 | 1,701 | 8,850 | 6 | 16 | |
| ... | ... | 2,601 | 17,231 | 250 | 65 | 19,053 | 142,318 | 13 | 92 | ... | ... | |
| ... | ... | 123 | 1,454 | 30 | 9 | 4,062 | 30,527 | 1,639 | 14,112 | 80 | 151 | |
| ... | ... | 35 | 183 | ... | ... | 17 | 146 | 55 | 490 | 1 | 5 | |
| ... | ... | 204 | 1,444 | ... | ... | 47 | 341 | 66 | 610 | 1 | 1 | IV |
| ... | ... | 5 | 90 | ... | ... | 169 | 2,030 | 75 | 889 | 1 | 3 | V |
| 31 | 483 | 76 | 1,106 | ... | ... | ... | ... | 15 | 207 | ... | ... | |
| ... | ... | 72 | 470 | ... | ... | 2,296 | 15,525 | 1,407 | 10,032 | 6 | 10 | |
| ... | ... | ... | ... | ... | ... | 1 | 6 | 7 | 60 | ... | ... | VI |
| ... | ... | 1 | 4 | ... | ... | 40 | 379 | 8 | 56 | ... | ... | |
| ... | ... | 51 | 172 | ... | ... | 571 | 3,383 | 276 | 1,056 | 4 | 12 | |
| ... | ... | ... | ... | ... | ... | 2,227 | 18,374 | 20 | 108 | ... | ... | |
| ... | ... | 6 | 21 | ... | ... | 25 | 147 | 9 | 56 | ... | ... | |
| ... | ... | 1 | 1 | ... | ... | 462 | 2,267 | 965 | 3,113 | ... | ... | |
| ... | ... | 40 | 275 | ... | ... | 3,333 | 27,278 | 463 | 2,440 | 29 | 83 | |
| ... | ... | 41 | 514 | ... | ... | 523 | 3,093 | 35 | 383 | ... | ... | |
| ... | ... | 209 | 661 | 15 | 4 | 5,556 | 12,733 | 308 | 875 | 2 | 3 | VII |
| ... | ... | 268 | 484 | ... | ... | 3,856 | 21,871 | 628 | 1,431 | 2 | 3 | |
| ... | ... | 850 | 5,604 | 3 | 5 | 9,164 | 26,656 | 3,748 | 31,596 | 64 | 158 | VIII |
| | | 2,038 | 10,715 | 750 | 186 | 73,562 | 2,62,472 | 36,030 | 78,533 | 140 | 175 | IX |
| | | 24 | 205 | ... | ... | 2,803 | 10,732 | 6,329 | 16,105 | 177 | 244 | |
| | | 2,813 | 6,779 | 100 | 28 | 29,448 | 88,248 | 3,227 | 8,858 | 106 | 206 | |
| 19,108 | 1,39,527 | 78,687 | 3,13,165 | 60 | 17 | 175,786 | 6,95,960 | 11,637 | 24,582 | 40 | 75 | |
| | | 343 | 2,711 | ... | ... | 29,357 | 1,26,902 | 24,109 | 60,484 | 1,527 | 2,097 | |
| | | 1,401 | 8,470 | 15 | 4 | 1,187 | 8,539 | 719 | 3,330 | 7 | 10 | |
| | | 48 | 267 | ... | ... | 130,889 | 5,43,669 | 24,587 | 61,791 | 677 | 946 | |
| ... | ... | 8 | 108 | ... | ... | 5 | 33 | ... | ... | ... | ... | X |
| ... | ... | 418 | 3,005 | ... | ... | 5,536 | 29,869 | 622 | 2,695 | 46 | 127 | |
| ... | ... | ... | 1 | ... | ... | 12 | 70 | ... | ... | ... | ... | |
| ... | ... | 46 | 424 | ... | ... | 2,482 | 12,407 | 280 | 1,148 | 4 | 15 | |
| ... | ... | 7 | 69 | ... | ... | 72 | 477 | 81 | 374 | 1 | 2 | XI |
| ... | ... | 82 | 267 | ... | ... | 103 | 448 | 3,288 | 11,571 | 236 | 374 | XII |
| ... | ... | 24,178 | 59,964 | ... | ... | 1,034 | 5,175 | 2,793 | 9,612 | ... | ... | XIII |
| ... | ... | 680 | 3,329 | 12 | 4 | 14,206 | 78,102 | | | 40 | 83 | |
| ... | ... | 727 | 2,292 | 15 | 5 | 1,913 | 7,440 | 73 | 362 | 1 | 1 | XIV |
| ... | ... | ... | 12 | ... | ... | 1 | 4 | 11 | 88 | ... | 1 | XV |
| ... | ... | 4 | 67 | ... | ... | 43 | 379 | 9 | 71 | 1 | 1 | |
| 262,962 | 5,71,985 | 131,095 | 4,85,403 | 1,291 | 338 | 569,041 | 23,02,991 | 126,174 | 3,61,225 | 3,212 | 4,851 | |

P. T. O.

## Appendix 19.
## Principal Commodities—Details.



*Principal commodities carried by each railway (by systems)*

(Referred to in paragraphs

| Progressive No. | GAUGE. | 5' 6"—*concluded.* | | | | | | 3' 3½" | |
|---|---|---|---|---|---|---|---|---|---|
| | CLASSIFICATION No. | 9 | | 10 | | 11 | | 12 | |
| | Railways. | Rajputana-Malwa (*f*)to(*j*). (3' 3⅜") | | N. G. S. system. | | Madras. | | Bengal Dooars. | |
| | Description of commodity—*contd.* | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| | | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| | Brought forward | 962,084 | 1,04,65,667 | 565,379 | 24,84,290 | 1,262,835 | 52,22,556 | 23,239 | 60,417 |
| XVI | LIQUORS— | | | | | | | | |
| | 1. Ale and beer | 3,300 | 23,425 | 1,239 | 9,370 | 3,604 | 33,494 | ... | ... |
| | 2. Spirits of all kinds, including country spirits. | 305 | 8,161 | 268 | 4,010 | 3,944 | 30,361 | ... | ... |
| | 3. Wine | 570 | 9,120 | 58 | 928 | 153 | 2,835 | 2 | 13 |
| | 4. All other sorts, including toddy and fermented liquor other than ale and beer. | 13 | 359 | 1,160 | 5,134 | 1,905 | 8,777 | ... | ... |
| XVII | METALS— | | | | | | | | |
| | 1. Brass, unwrought | 857 | 14,941 | 237 | 1,990 | 1,009 | 8,571 | ... | ... |
| | 2. Brass, wrought | 3,021 | 43,461 | 247 | 2,715 | 797 | 7,319 | 5 | 11 |
| | 3. Copper, unwrought | 220 | 3,762 | 43 | 392 | 143 | 1,234 | ... | ... |
| | 4. Copper, wrought | 689 | 12,107 | 101 | 1,217 | 83 | 643 | ... | ... |
| | 5. Iron and steel— | | | | | | | | |
| | (*a*) Cast | 298 | 3,538 | 198 | 2,206 | 1,790 | 21,832 | 118 | 759 |
| | (*b*) Unwrought | 599 | 5,199 | 2,296 | 17,288 | 3,027 | 18,369 | ... | ... |
| | (*c*) Wrought | 17,573 | 2,04,226 | 3,749 | 35,260 | 16,267 | 1,14,800 | 615 | 2,118 |
| | (*d*) Manufactures | 2,756 | 29,635 | 1,629 | 18,107 | 7,056 | 43,624 | 793 | 5,499 |
| | 6. Zinc and spelter | ... | ... | ... | ... | ... | ... | ... | ... |
| | 7. Others | 5,468 | 72,226 | 805 | 9,984 | 4,020 | 27,153 | 832 | 4,517 |
| XVIII | OILS— | | | | | | | | |
| | 1. Kerosine | 9,169 | 86,377 | 6,493 | 48,348 | 28,855 | 1,75,642 | 636 | 2,591 |
| | 2. Castor | 994 | 7,437 | 237 | 2,354 | 1,698 | 6,393 | ... | ... |
| | 3. Cocoanut | 447 | 9,038 | 276 | 3,632 | 2,655 | 20,577 | ... | ... |
| | 4. Mustard and rape | 990 | 8,565 | ... | 3 | 159 | 928 | 56 | 294 |
| | 5. Others | 2,013 | 17,812 | 2,987 | 27,399 | 5,777 | 35,596 | 19 | 122 |
| XIX | OIL-SEEDS— | | | | | | | | |
| | 1. Castor | 23,474 | 33,678 | 46,404 | 2,63,536 | 23,443 | 84,183 | ... | ... |
| | 2. Earthnuts | 408 | 6,522 | 172 | 1,401 | 3,139 | 15,923 | ... | ... |
| | 3. Linseed | 9,641 | 69,773 | 9,741 | 55,281 | 288 | 753 | ... | ... |
| | 4. Poppy | 17,395 | 1,28,262 | 163 | 894 | 118 | 805 | ... | ... |
| | 5. Rape and mustard | 113,039 | 10,53,392 | 122 | 667 | 584 | 3,414 | 304 | 553 |
| | 6. Til or jinjili | 22,876 | 1,86,650 | 17,053 | 1,00,986 | 26,318 | 1,27,042 | 3 | 21 |
| | 7. Cotton seed | ... | ... | ... | ... | ... | ... | ... | ... |
| | 8. Others | 8,728 | 48,012 | 11,037 | 54,631 | 34,469 | 1,87,835 | ... | ... |
| XX | OPIUM | 3,399 | 56,575 | 37 | 1,612 | 38 | 1,221 | ... | ... |
| XXI | PAPER AND PASTE-BOARD | 1,548 | 25,764 | 691 | 8,927 | 680 | 8,551 | 3 | 6 |
| XXII | PROVISIONS— | | | | | | | | |
| | 1. Dried fruits | 12,930 | 1,45,807 | 13,859 | 1,13,127 | 16,332 | 59,480 | 7 | 24 |
| | 2. Ghee | 9,720 | 1,40,416 | 1,8 5 | 22,138 | 4,204 | 41,025 | ... | ... |
| | 3. Potatoes | ... | ... | 2,742 | 21,356 | ... | ... | ... | ... |
| | 4. Others | 7,436 | 50,858 | | | 76,035 | 5,31,265 | 234 | 1,128 |
| XXIII | RAILWAY PLANT AND ROLLING STOCK CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS— | | | | | | | | |
| | 1. Locomotives, engines and tenders and parts thereof. | 71 | 301 | ... | .... | 268 | 1,491 | 14 | 13 |
| | 2. Carriage and trucks and tenders and parts thereof. | 1 | 2 | ... | ... | 1 | 51 | ... | ... |
| | 3. Materials— | | | | | | | | |
| | (*a*) Steel rails and fish plates. | 2,726 | 15,736 | 1,591 | 9,626 | 1,755 | 14,640 | 865 | 653 |
| | (*b*) Sleepers and keys of steel aad castiron. | 2,203 | 14,375 | 368 | 2,974 | 1,168 | 4,056 | ... | ... |
| | (*c*) Sleepers of wood | ... | ... | 362 | 2,861 | ... | ... | ... | ... |
| | (*d*) Others | 15,575 | 35,768 | | | 386 | 2,238 | 817 | 776 |
| XXIV | SALT | 269,940 | 22,89,678 | 35,654 | 2,05,715 | 79,961 | 4,03,819 | 2,648 | 5,652 |
| XXV | SALTPETRE AND OTHER SALINE SUBSTANCES— | | | | | | | | |
| | 1. Saltpetre | 5,448 | 35,926 | 216 | 1,669 | 123 | 1,300 | ... | ... |
| | 2. Other saline substances | 1,809 | 11,669 | 1,052 | 6,616 | 8 | 36 | 48 | 140 |
| | Carried over | 1,539,724 | 1,53,74,220 | 730,471 | 35,48,644 | 1,615,095 | 72,69,832 | 31,358 | 85,307 |

**DIX 19—*continued.***



***and the earnings therefrom during the Calendar year 1901.***

35 and 36 of Report.)

3′ 3⅜″

| 14 (*a*) | | 14 | | | | 16 | | 17 | | | | Progressive No. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dibru-Sadiya. | | Assam-Bengal. | | Deoghur. | | Bengal and North-Western. | | Rohilkund and Kumaon system. | | | | |
| | | | | | | | | R.ª & K. (*a*) & (*b*). | | Powayan Light (*c*). | | |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 262,962 | 5,71,985 | 131,095 | 4,85,403 | 1,291 | 338 | 569,041 | 23,02,991 | 126,174 | 3,61,225 | 3,212 | 4,851 | |
| | | 97 | 751 | ... | ... | 73 | 403 | 891 | 4,905 | ... | ... | XVI |
| 179 | 1,637 | 89 | 1,111 | ... | ... | 3 | 17 | 48 | 552 | 1 | 6 | |
| | | 84 | 1,119 | ... | ... | 183 | 1,836 | 136 | 1,730 | 22 | 92 | |
| | | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | |
| | | 12 | 129 | 4 | 6 | 293 | 1,602 | 99 | 397 | 12 | 17 | XVII |
| | | 174 | 1,121 | ... | ... | 1,518 | 9,811 | 387 | 2,187 | 83 | 124 | |
| | | 1 | 11 | ... | ... | 25 | 113 | 14 | 79 | ... | ... | |
| | | 17 | 225 | ... | ... | 162 | 1,346 | 31 | 190 | 2 | 2 | |
| 3,584 | 31,703 | 64 | 560 | ... | ... | 773 | 3,902 | 297 | 1,700 | 4 | 8 | |
| | | 8 | 56 | 100 | 28 | 61 | 301 | 273 | 1,228 | 3 | 6 | |
| | | 1,725 | 10,830 | 15 | 5 | 7,455 | 31,895 | 1,948 | 10,326 | 50 | 87 | |
| | | 1,029 | 9,851 | ... | ... | 3,832 | 17,792 | 216 | 1,265 | 12 | 20 | |
| | | 527 | 4,752 | ... | ... | ... | ... | ... | ... | ... | ... | |
| | | | | ... | ... | 2,186 | 14,980 | 161 | 921 | 25 | 33 | |
| | | | | | | | | | | | | XVIII |
| | | 3,376 | 14,101 | 100 | 29 | 15,597 | 50,358 | 1,942 | 6,102 | 33 | 53 | |
| | | 16 | 156 | ... | ... | 243 | 1,209 | 21 | 106 | 1 | 2 | |
| 3,454 | 6,797 | 36 | 252 | ... | ... | 189 | 1,048 | 9 | 72 | ... | ... | |
| | | 463 | 2,383 | ... | ... | 262 | 1,744 | 119 | 749 | ... | 1 | |
| | | 98 | 785 | 40 | 13 | 427 | 3,430 | 26 | 235 | ... | ... | |
| | | | | | | | | | | | | XIX |
| ... | ... | 14 | 45 | 10 | 3 | 5,312 | 14,144 | 3,637 | 9,727 | 13 | 23 | |
| ... | ... | 4 | 14 | ... | ... | ... | ... | ... | ... | ... | ... | |
| ... | ... | 238 | 518 | ... | ... | 103,506 | 3,60,236 | 9,534 | 21,994 | 291 | 290 | |
| ... | ... | 1 | 2 | ... | ... | 3,555 | 17,317 | 2,009 | 3,476 | 2 | 2 | |
| ... | ... | 494 | 2,030 | ... | ... | 16,565 | 86,357 | 9,062 | 30,875 | 363 | 523 | |
| ... | ... | 929 | 3,223 | ... | ... | 635 | 2,517 | 1,539 | 3,808 | 150 | 234 | |
| ... | ... | 37 | 174 | ... | ... | ... | ... | ... | ... | ... | ... | |
| ... | ... | | | ... | ... | 16,443 | 69,996 | 227 | 616 | 23 | 22 | |
| ... | ... | 3 | 56 | ... | ... | 2,894 | 52,824 | 199 | 2,156 | ... | ... | XX |
| ... | ... | 82 | 474 | ... | ... | 401 | 2,576 | 53 | 388 | ... | 1 | XXI |
| | | | | | | | | | | | | XXII |
| 211 | 1,838 | 80 | 484 | ... | ... | 963 | 10,885 | 290 | 2,445 | 14 | 41 | |
| | | 240 | 1,832 | 3 | 5 | 4,299 | 29,809 | 256 | 1,540 | 12 | 33 | |
| | | ... | ... | 20 | 6 | ... | ... | .. | ... | 22 | 40 | |
| | | 4,493 | 29,539 | ... | ... | 6,185 | 27,496 | 610 | 4,717 | 33 | 69 | |
| | | | | | | | | | | | | XXIII |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| ... | ... | 3 | 25 | ... | ... | ... | ... | ... | ... | ... | ... | |
| ... | ... | 112 | 235 | ... | ... | ... | ... | 5 | 16 | ... | ... | |
| ... | ... | ... | ... | ... | ... | 165 | 197 | .... | ... | ... | ... | |
| ... | ... | 117 | 308 | ... | ... | ... | ... | 3,110 | 11,976 | 13 | 25 | |
| ... | ... | | | ... | ... | 15 | 48 | ... | ... | ... | ... | |
| 377 | 3,192 | 5,178 | 14,190 | 90 | 24 | 91,529 | 2,58,376 | 13,144 | 33,684 | 182 | 288 | XXIV |
| | | | | | | | | | | | | XXV |
| ... | ... | 25 | 102 | ... | ... | 11,128 | 34,709 | 46 | 135 | ... | 1 | |
| .... | ... | 5 | 35 | ... | ... | 239 | 856 | 157 | 499 | ... | 1 | |
| 270,767 | 6,17,152 | 150,966 | 5,86,883 | 1,673 | 457 | 866,157 | 34,13,121 | 176,670 | 5,22,021 | 4,578 | 6,895 | |

*P. T. O.*

## Appendix 19.
Principal Commodities—Details.



*Principal commodities carried by each railway (by systems)*

(Referred to in paragraphs

| Progressive No. | GAUGES. | 5' 6" | | | | | | 3' 3½" | |
|---|---|---|---|---|---|---|---|---|---|
| | CLASSIFICATION No. | 9 | | 10 | | 11 | | 12 | |
| | Railway. | Rajputana-Malwa (*f*) to (*j*). (5' 3½") | | Nizam's Guaranteed State. | | Madras. | | Bengal Dooars. | |
| | Description of commodity—*concld.* | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| | | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| | Brought forward . . . | 1,539,724 | 1,53,74,220 | 730,471 | 35,48,644 | 1,615,095 | 72,69,832 | 31,358 | 85,307 |
| XXVI | SILK— | | | | | | | | |
| | 1. Raw— | | | | | | | | |
| | (*a*) Foreign . . . | 246 | 13,043 | 8 | 163 | 3 | 71 | ... | ... |
| | (*b*) Indian . . . | 12 | 522 | 1 | 31 | 168 | 3,235 | ... | ... |
| | 2. Piece-goods— | | | | | | | | |
| | (*a*) Foreign . . . | 82 | 4,855 | 1 | 14 | 3 | 91 | ... | ... |
| | (*b*) Indian . . . | 27 | 1,300 | ... | 26 | 45 | 433 | ... | ... |
| XXVII | SPICES— | | | | | | | | |
| | 1. Betel-nuts . . . . | 763 | 10,064 | 1,123 | 11,132 | 9,870 | 89,365 | 88 | 228 |
| | 2. Cardamoms . . . | 36 | 1,224 | 2 | 38 | 8 | 85 | 12 | 58 |
| | 3. Chillies . . . . | 4,270 | 48,329 | 6,543 | 69,413 | 14,786 | 1,02,273 | ... | ... |
| | 4. Ginger . . . . | 302 | 7,648 | 103 | 1,076 | 527 | 3,680 | 6 | 12 |
| | 5. Pepper . . . . | 372 | 12,806 | 44 | 513 | 1,076 | 13,361 | ... | ... |
| | 6. Others . . . . | 12,691 | 1,37,274 | 1,799 | 16,345 | 3,539 | 18,470 | ... | ... |
| XXVIII | STONE AND LIME . . . | 35,095 | 1,02,509 | 9,981 | 36,922 | 72,506 | 1,01,062 | 296 | 973 |
| XXIX | SUGAR— | | | | | | | | |
| | 1. Refined or crystalized, including sugar-candy. | 27,219 | 2,81,850 | 4,200 | 33,506 | 12,709 | 67,060 | 10 | 30 |
| | 2. Unrefined— | | | | | | | | |
| | (*a*) Sugar . . . . | 46,924 | 3,84,207 | 993 | 8,392 | 5,641 | 20 842 | 59 | 175 |
| | (*b*) *Gur, rab*, jaggree, molasses and other saccharine produce. | 104,006 | 13,06,307 | 8,127 | 63,032 | 59,842 | 2,64,317 | 284 | 1,154 |
| XXX | TEA— | | | | | | | | |
| | 1. Foreign . . . . | 212 | 5,413 | 20 | 275 | 23 | 178 | ... | ... |
| | 2. Indian . . . . | 188 | 2,956 | 44 | 925 | 681 | 10,518 | 30,545 | 2,13,140 |
| XXXI | TOBACCO— | | | | | | | | |
| | 1. Unmanufactured . . | 14,207 | 1,50,913 | 2,351 | 34,588 | 20,115 | 1,15,043 | 2,631 | 5,332 |
| | 2. Manufactured— | | | | | | | | |
| | (*a*). Cigar . . . . | 137 | 4,643 | 80 | 1,252 | 825 | 9,485 | ... | ... |
| | (*b*). Other sorts . . . | 660 | 7,575 | 28 | 425 | 1,032 | 14,458 | 8 | 50 |
| XXXII | WOOD— | | | | | | | | |
| | 1. Timber, unwrought . . | 16,199 | 73,919 | 16,377 | 65,371 | 1,68,339 | 4,81,508 | 748 | 2,139 |
| | 2. Manufactures . . . | 3,362 | 16,441 | 1,350 | 11,819 | 7,361 | 43,156 | 612 | 3,150 |
| XXXIII | WOOL— | | | | | | | | |
| | 1. Raw . . . . . | 4,399 | 74,873 | 126 | 960 | 1,643 | 16,430 | ... | ... |
| | 2. Manufactured— | | | | | | | | |
| | (*a*) Carpets and rugs . . | 186 | 7,730 | 91 | 1,405 | 430 | 3,673 | ... | ... |
| | (*b*) Piece-goods, European . | 189 | 7,657 | 10 | 115 | 258 | 6,436 | ... | ... |
| | (*c*) Piece-goods, Indian . | 595 | 16,488 | 244 | 3,177 | 281 | 3,770 | ... | ... |
| | (*d*) Other sorts of manufactures. | 16 | 229 | 1 | 13 | 535 | 6,894 | ... | ... |
| XXXIV | ALL OTHER ARTICLES OF MERCHANDISE— | | | | | | | | |
| | 1. Bones . . . . | ... | ... | | | ... | ... | | |
| | 2. Firewood . . . . | 59,731 | 71,601 | | | ... | ... | | |
| | 3. Indigo seed . . . . | ... | ... | | | ... | ... | | |
| | 4. Paints and colors . . | ... | ... | 31,392 | 2,24,496 | ... | ... | 6,468 | 24,811 |
| | 5. Seeds other than oil-seeds . | ... | ... | | | ... | ... | | |
| | 6. Manures . . . . | ... | ... | | | ... | ... | | |
| | 7. Lucifer matches . . . | ... | ... | | | ... | ... | | |
| | 8. Others . . . . | 157,595 | 12,19,157 | | | 87,900 | 7,71,112 | | |
| | TOTAL . | 2,029,445 | 1,93,45,753 | 815,510 | 41,34,062 | 2,085,241 | 94,36,838 | 73,125 | 336,559 |
| XXXV | ANIMALS— | | | | | | | | |
| | 1. Horses . . . . | 248 | 8,941 | 158 | 4,601 | 777 | 30,088 | ... | ... |
| | 2. Cattle . . . . | 12,406 | 2,13,642 | 19 | 464 | 856 | 6,156 | ... | ... |
| | 3. Sheep, etc. . . . . | 2,225 | 29,218 | 59 | 919 | 486 | 7,282 | ... | ... |
| | 4. Elephants . . . . | ... | ... | ... | ... | ... | ... | ... | ... |

**DIX 19—*continued.***

**Appendix 19.**
Principal Commodities—Details.

*and the earnings therefrom during the Calendar year 1901.*

35 and 36 of Report.)

3′ 3⅝″

| 13 (*a*) | | 14 | | 15 | | 16 | | 17 | | | | Progressive No. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Rohilkund and Kumaon system. | | | | |
| Dibru-Sadiya. | | Assam-Bengal. | | Deoghur. | | Bengal and North-Western. | | R. & K. (*a*) & (*b*). | | (*c*) Pawayan Light. | | |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 270,767 | 6,17,152 | 150,966 | 5,86,883 | 1,673 | 457 | 866,157 | 34,13,121 | 176,670 | 5,22,021 | 4,578 | 6,895 | |
| | | | | | | | | | | | | XXVI |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | |
| ... | ... | 20 | 168 | ... | ... | 5 | 27 | ... | ... | ... | ... | |
| | | | | | | | | | | | ... | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | |
| ... | ... | 1 | 13 | ... | ... | ... | ... | ... | ... | ... | ... | |
| | | | | | | | | | | | ... | |
| | | | | | | | | | | | | XXVII |
| ... | ... | 1,241 | 8,392 | ... | ... | 2,574 | 17,820 | 140 | 1,289 | 1 | 1 | |
| ... | ... | ... | 2 | ... | ... | 226 | 2,025 | 24 | 112 | ... | 1 | |
| ... | ... | 292 | 1,560 | ... | ... | 2,761 | 19,285 | 284 | 1,643 | 8 | 19 | |
| ... | ... | 1 | 11 | ... | ... | 234 | 1,753 | 94 | 517 | 10 | 33 | |
| ... | ... | 36 | 230 | ... | ... | 266 | 1,947 | 17 | 116 | ... | ... | |
| ... | ... | 88 | 660 | ... | ... | 3,315 | 26,305 | 460 | 1,490 | 47 | 88 | |
| 1,330 | 3,887 | 575 | 1,577 | ... | ... | 9,632 | 24,383 | 2,803 | 5,494 | 32 | 59 | XXVIII |
| | | | | | | | | | | | | XXIX |
| | | 307 | 1,356 | ... | ... | 18,555 | 89,113 | 353 | 1,426 | ... | ... | |
| 298 | 2,626 | | | | | | | | | | | |
| | | 1,034 | 4,540 | 5 | 2 | 12,812 | 62,959 | 5,385 | 13,777 | 1,009 | 1,008 | |
| | | 2,639 | 11,298 | 35 | 9 | 49,534 | 2,38,783 | 29,380 | 99,219 | 217 | 288 | |
| | | | | | | | | | | | | XXX |
| 7,608 | 63,961 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| | | 10,762 | 94,434 | ... | ... | 18 | 147 | 268 | 3,901 | ... | ... | |
| | | | | | | | | | | | | XXXI |
| ... | ... | 391 | 2,591 | 25 | 7 | 28,199 | 1,91,661 | 995 | 5,389 | 12 | 31 | |
| ... | ... | 7 | 128 | ... | ... | 26 | 286 | 18 | 243 | ... | ... | |
| ... | ... | 211 | 1,504 | 5 | 1 | 230 | 1,812 | 697 | 3,317 | 16 | 34 | |
| | | | | | | | | | | | | XXXII |
| 4,317 | 20,075 | 535 | 2,288 | ... | ... | 15,018 | 26,088 | 25,584 | 80,401 | 311 | 615 | |
| ... | ... | 1,619 | 10,638 | ... | ... | 2,100 | 10,738 | 747 | 4,040 | 42 | 102 | |
| | | | | | | | | | | | | XXXIII |
| ... | ... | ... | 5 | ... | ... | 88 | 1,617 | 248 | 2,181 | ... | ... | |
| ... | ... | ... | ... | ... | ... | 4 | 26 | 11 | 77 | ... | ... | |
| ... | ... | ... | ... | ... | ... | 4 | 48 | ... | ... | ... | ... | |
| ... | ... | ... | 2 | ... | ... | 149 | 1,355 | 9 | 82 | ... | ... | |
| ... | ... | 11 | 138 | ... | ... | 32 | 213 | 69 | 413 | 2 | 3 | |
| | | | | | | | | | | | | XXXIV |
| | | | | ... | ... | ... | ... | ... | ... | ... | ... | |
| | | | | ... | ... | 16,981 | 35,824 | 46,915 | 42,690 | 7,529 | 18,464 | |
| | | | | ... | ... | 5,465 | 30,919 | ... | ... | ... | ... | |
| 9,235 | 37,110 | Included with others. | | ... | ... | ... | ... | ... | ... | ... | ... | |
| | | | | ... | ... | ... | ... | ... | ... | 417 | 610 | |
| | | | | ... | ... | ... | ... | ... | ... | ... | ... | |
| | | | | ... | ... | ... | ... | ... | ... | ... | ... | |
| | | 8,231 | 47,806 | ... | ... | 32,911 | 1,50,977 | 21,779 | 83,267 | ... | ... | |
| 293,555 | 7,44,811 | 178,967 | 7,76,224 | 1,743 | 476 | 1,067,296 | 43,49,232 | 312,950 | 8,73,105 | 14,230 | 28,251 | |
| | | | | | | | | | | | | XXXV |
| ... | ... | 5 | 74 | ... | ... | 12 | 352 | 9 | 86 | ... | ... | |
| 69 | 477 | 8 | 130 | ... | ... | 29 | 626 | 6 | 106 | ... | ... | |
| ... | ... | 75 | 924 | ... | ... | 68 | 1,406 | ... | ... | ... | ... | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |

## Appendix 19.
Principal Commodities—Details.

APPEN

*Principal commodities carried by each railway (by systems)*

(Referred to in paragraphs

| Progressive No. | GAUGE. | 3' 3½". | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | CLASSIFICATION NO. | 18 | | 19 | | 20 | | 21 | |
| | Railway. | Jodhpur-Bikaner. | | Udaipur-Chitor. | | Bhavnagar-Gondal-Junagad-Porbandar. | | Southern Mahratta. | |
| | Description of commodity—*contd.* | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| | | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| I | APPAREL, INCLUDING DRAPERY, HABERDASHERY, MILLINERY, UNIFORMS, ACCOUTREMENTS, BOOTS AND SHOES. | 111 | 897 | 6 | 60 | 167 | 1,498 | 230 | 3,478 |
| II | COAL AND COKE CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS. | 13,670 | 19,276 | 7 | 14 | 91 | 228 | 2,212 | 12,787 |
| III | COTTON— | | | | | | | | |
| | 1. Raw | 9,776 | 24,783 | 340 | 2,035 | 12,394 | 81,815 | 3,8,884 | 1,87,270 |
| | 2. Manufactured— | | | | | | | | |
| | (*a*) Twist and yarn, European. | 34 | 91 | 1 | 6 | 24 | 196 | 2,554 | 24,385 |
| | (*b*) Twist and yarn, Indian | 467 | 2,818 | 10 | 74 | 591 | 2,940 | 9,639 | 85,816 |
| | (*c*) Piece-goods, European | 800 | 9,009 | 20 | 154 | 549 | 5,108 | 3,060 | 35,743 |
| | (*d*) Piece-goods, Indian | 2,279 | 13,369 | 340 | 2,755 | 1,002 | 7,319 | 4,460 | 58,019 |
| | (*e*) Others | 57 | 197 | 1 | 5 | 8 | 109 | 453 | 4,521 |
| IV | CHEMICALS, EXCEPTING SALTPETRE. | 121 | 167 | ... | ... | 51 | 692 | 526 | 5,607 |
| V | DRUGS— | | | | | | | | |
| | 1. Intoxicating other than opium. | 13 | 72 | 1 | 7 | 24 | 344 | 91 | 3,281 |
| | 2. Non-intoxicating— | | | | | | | | |
| | (*a*) Medical preparations | 2 | 21 | ... | ... | 50 | 581 | 149 | 2,445 |
| | (*b*) Others | 831 | 3,306 | 46 | 333 | 71 | 603 | 530 | 4,850 |
| VI | DYES AND TANS— | | | | | | | | |
| | 1. Al (Morinda Citrifolia) | ... | ... | 25 | 153 | 43 | 160 | 1 | 15 |
| | 2. Alizarine and aniline dyes | 17 | 47 | 7 | 52 | 71 | 485 | 174 | 1,738 |
| | 3. Cutch | ... | 9 | 1 | 6 | 5 | 32 | 176 | 1,206 |
| | 4. Indigo | 54 | 732 | 3 | 34 | 1 | 13 | 166 | 1,949 |
| | 5. Myrabolams | 31 | 121 | 1 | 3 | 64 | 297 | 4,121 | 18,755 |
| | 6. Tanning barks | 9 | 40 | 11 | 55 | 15 | 72 | 17,616 | 51,050 |
| | 7. Turmeric | 246 | 1,535 | 66 | 500 | 216 | 1,172 | 6,550 | 43,842 |
| | 8. Others | 485 | 2,412 | 24 | 196 | 188 | 1,141 | 635 | 4,798 |
| VII | FODDER— | | | | | | | | |
| | 1. Oil-cake | 78 | 283 | 7 | 32 | 261 | 1,508 | 5,075 | 16,857 |
| | 2. Hay, straw and grass | 1,772 | 5,809 | 53 | 214 | 59 | 2,906 | 1,243 | 6,015 |
| VIII | FRUITS AND VEGETABLES, FRESH | 1,542 | 5,012 | 138 | 1,001 | 4,228 | 19,036 | 11,876 | 77,392 |
| IX | GRAIN AND PULSE— | | | | | | | | |
| | 1. Gram and pulse | 5,706 | 26,823 | 1,588 | 6,915 | 5,466 | 21,266 | 59,072 | 3,35,045 |
| | 2. Jawar and bajra | 42,744 | 1,56,260 | 431 | 1,831 | 33,179 | 1,01,508 | 98,847 | 5,38,406 |
| | 3. Rice in the husk | 3,139 | 7,392 | 56 | 249 | 163 | 441 | 8,339 | 34,721 |
| | 4. Rice not in the husk | 24,630 | 79,554 | 979 | 4,590 | 15,935 | 67,418 | 66,135 | 4,26,293 |
| | 5. Wheat | 15,059 | 53,468 | 3,778 | 16,243 | 16,732 | 61,155 | 10,183 | 55,355 |
| | 6. Wheat flour | 484 | 1,956 | 20 | 105 | 139 | 827 | 1,655 | 12,775 |
| | 7. Others | 14,074 | 70,030 | 11,241 | 37,277 | 7,875 | 27,858 | 23,866 | 1,07,298 |
| X | HIDES AND SKINS— | | | | | | | | |
| | 1. Hides of cattle— | | | | | | | | |
| | (*a*) Dressed or tanned | 16 | 136 | ... | ... | 18 | 106 | 32 | 195 |
| | (*b*) Raw | 541 | 3,952 | 155 | 872 | 149 | 974 | 773 | 5,809 |
| | 2. Skins of sheep, etc.— | | | | | | | | |
| | (*a*) Dressed or tanned | 2 | 29 | ... | ... | 34 | 316 | 298 | 1,210 |
| | (*b*) Raw | 417 | 1,867 | 124 | 950 | 122 | 823 | 6,105 | 40,663 |
| XI | HORNS | 2 | 31 | 8 | 51 | 20 | 132 | 302 | 2,579 |
| XII | HEMP (INDIAN) AND OTHER FIBRES, EXCLUDING JUTE. | 80 | 474 | 4 | 33 | 2 | 24 | 1,905 | 13,254 |
| XIII | JUTE— | | | | | | | | |
| | 1. Raw | 100 | 488 | 6 | 42 | 1 | 6 | 199 | 862 |
| | 2. Gunny bags and cloth | 2,717 | 11,231 | 239 | 1,257 | 1,721 | 5,453 | 6,539 | 40,802 |
| XIV | LAC | 68 | 350 | 4 | 63 | 9 | 34 | 24 | 128 |
| XV | LEATHER— | | | | | | | | |
| | 1. Unwrought | 21 | 111 | ... | ... | 129 | 930 | 532 | 6,627 |
| | 2. Wrought, excepting boots and shoes. | 285 | 694 | 14 | 86 | 27 | 259 | 280 | 3,213 |
| | Carried over | 141,880 | 5,04,852 | 19,755 | 78,253 | 101,894 | 4,11,973 | 395,507 | 22,77,054 |

**DIX 19—*continued.***

***and the earnings therefrom during the Calendar year 1901.***

35 and 36 of Report.)

| 3' 3½" | | | | | | 2' 6" | | | | 2' 0" | | Progressive No. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22 | | 23 | | 24 | | 25 | | 26 | | 30 | | |
| West of India Portuguese. | | South Indian. | | Burma. | | Morvi. | | Bargi. | | Darjeeling-Himalayan. | | |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| ... | ... | 148 | 3,622 | 361 | 7,354 | 19 | 155 | 1 | 4 | 145 | 3,821 | I |
| ... | ... | 21,834 | 27,163 | 123 | 149 | 161 | 574 | 12 | 17 | 1,312 | 12,141 | II |
| 8,241 | 29,054 | 22,630 | 1,29,055 | 1,518 | 9,772 | 1,950 | 14,303 | 25,431 | 69,524 | 1 | 25 | III |
| 458 | 2,163 | 2,940 | 29,790 | 4,177 | 67,269 | ... | ... | 69 | 231 | 10 | 276 | |
| | | 6,839 | 60,531 | 445 | 4,470 | 30 | 173 | 72 | 199 | 123 | 3,392 | |
| 279 | 1,377 | 7,561 | 1,06,429 | 4,742 | 68,001 | 2 | 13 | 206 | 733 | 405 | 10,899 | |
| | | 3,341 | 36,861 | 356 | 4,595 | 197 | 1,253 | 61 | 231 | 93 | 2,161 | |
| | | 226 | 1,765 | 4 | 41 | 5 | 35 | 10 | 47 | ... | 18 | |
| ... | ... | 77 | 1,962 | 133 | 3,215 | 5 | 63 | 9 | 28 | ... | ... | IV |
| | | | | | | | | | | | | V |
| 39 | 233 | 7 | 70 | ... | ... | 132 | 460 | ... | 1 | ... | ... | |
| | | 276 | 2,308 | 92 | 1,919 | 13 | 185 | 4 | 18 | 31 | 568 | |
| | | 2,148 | 18,564 | 153 | 1,821 | 148 | 787 | 47 | 132 | 57 | 1,450 | |
| | | | | | | | | | | | | VI |
| ... | ... | 3 | 65 | ... | ... | 33 | 77 | ... | ... | ... | ... | |
| ... | ... | 523 | 5,883 | ... | ... | 3 | 16 | 10 | 34 | ... | ... | |
| ... | ... | 166 | 1,064 | 1,209 | 10,764 | 1 | 2 | 35 | 93 | ... | 6 | |
| ... | ... | 474 | 3,883 | ... | 2 | 1 | 5 | 4 | 15 | ... | ... | |
| 30 | 145 | 619 | 4,182 | 41 | 424 | ... | 2 | 11 | 25 | ... | ... | |
| ... | ... | 5,397 | 44,045 | 162 | 938 | ... | ... | 12 | 48 | 8 | 162 | |
| ... | ... | 4,663 | 38,944 | 1,495 | 10,943 | 12 | 71 | 192 | 525 | 1 | 20 | |
| 399 | 948 | 1,469 | 10,346 | 156 | 1,524 | 28 | 194 | 56 | 171 | 57 | 1,305 | |
| | | | | | | | | | | | | VII |
| ... | ... | 33,710 | 1,14,245 | 1,189 | 4,379 | 6 | 16 | 19 | 42 | ... | ... | |
| ... | ... | 641 | 1,936 | 131 | 1,059 | 137 | —89 | 19 | 25 | 12 | 264 | |
| 4,839 | 14,156 | 27,193 | 1,53,055 | 15,529 | 1,08,177 | 135 | 641 | 22 | 61 | 1,446 | 18,800 | VIII |
| | | | | | | | | | | | | IX |
| | | 49,391 | 2,13,423 | 15,807 | 1,08,672 | 3,390 | 10,641 | 3,520 | 7,592 | 316 | 4,877 | |
| | | 15,699 | 73,136 | 3,483 | 29,690 | 7,330 | 22,395 | 900 | 1,984 | ... | ... | |
| | | 134,194 | 3,67,807 | 513,687 | 26,17,956 | 65 | 223 | 22 | 51 | 9 | 78 | |
| 8,899 | 21,847 | 97,186 | 3,44,733 | 50,586 | 2,36,124 | 863 | 2,456 | 1,620 | 3,567 | 8,387 | 1,02,637 | |
| | | 1,097 | 6,296 | 760 | 3,715 | 2,011 | 7,408 | 1,324 | 2,827 | ... | 7 | |
| | | 1,209 | 7,912 | 3,442 | 28,463 | 66 | 271 | 10 | 29 | 846 | 17,205 | |
| | | 15,906 | 73,170 | 3,587 | 27,450 | 130 | 429 | 57 | 135 | 390 | 3,315 | |
| | | | | | | | | | | | | X |
| | | 1,599 | 8,040 | 37 | 399 | ... | 1 | 21 | 59 | ... | 1 | |
| | | 1,961 | 15,816 | 1,238 | 12,711 | 41 | 210 | 8 | 23 | 213 | 2,868 | |
| 71 | 235 | 1,669 | 26,021 | 4 | 24 | ... | ... | 1 | 2 | ... | ... | |
| | | 4,895 | 29,770 | 7 | 85 | 31 | 226 | 83 | 199 | 1 | 9 | |
| ... | ... | 121 | 1,010 | 18 | 269 | 234 | 406 | 4 | 5 | ... | ... | XI |
| 36 | 156 | 1,888 | 29,508 | ... | 4 | 27 | 132 | 34 | 92 | 2 | 42 | XII |
| | | | | | | | | | | | | XIII |
| 578 | 1,901 | 91 | 318 | 18 | 172 | ... | 1 | ... | ... | 4 | 81 | |
| | | 9,647 | 44,820 | 10,366 | 51,764 | 231 | 829 | 1,350 | 3,352 | 139 | 1,640 | |
| ... | ... | 288 | 1,278 | 391 | 4,919 | 2 | 8 | 4 | 10 | ... | ... | XIV |
| | | | | | | | | | | | | XV |
| ... | ... | 11 | 106 | 86 | 512 | 21 | 157 | ... | 1 | ... | ... | |
| ... | ... | 48 | 528 | 84 | 678 | 15 | 148 | 6 | 36 | 9 | 240 | |
| 23,869 | 72,225 | 479,755 | 20,39,460 | 635,517 | 34,30,423 | 17,475 | 64,827 | 35,266 | 92,169 | 14,008 | 1,88,308 | |

*P. T. O.*

## Appendix 19.
Principal Commodities—Details.



*Principal commodities carried by each railway (by systems)*

(Referred to in paragraphs

| Progressive No. | GAUGE. | 3' 3⅜" | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | CLASSIFICATION No. | 18 | | 19 | | 20 | | 21 | |
| | Railway. | Jodhpur-Bikaner. | | Udaipur-Chitor. | | Bhavnagar-Gondal-Junagad-Porbandar. | | Southern Mahratta. | |
| | Description of commodity—*contd.* | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| | | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| | Brought forward | 141,880 | 5,04,852 | 19,755 | 78,253 | 101,894 | 4,11,973 | 395,507 | 22,77,054 |
| XVI | LIQUORS— | | | | | | | | |
| | 1. Ale and beer | 63 | 478 | 2 | 14 | 22 | 205 | 1,223 | 9,269 |
| | 2. Spirits of all kinds, including country sprits. | 74 | 287 | 3 | 45 | 89 | 970 | 1,760 | 14,293 |
| | 3. Wine | 18 | 221 | 3 | 30 | 19 | 154 | 64 | 913 |
| | 4. All other sorts, including toddy and fermented liquor other than ale and beer. | ... | 4 | ... | ... | ... | ... | 6,145 | 17,247 |
| XVII | METALS— | | | | | | | | |
| | 1. Brass, unwrought | 6 | 32 | 20 | 107 | 359 | 2,033 | 113 | 1,216 |
| | 2. Brass, wrought | 79 | 597 | 9 | 49 | 182 | 1,065 | 896 | 9,296 |
| | 3. Copper, unwrought | 3 | 16 | ... | 2 | 294 | 1,683 | 35 | 400 |
| | 4. Copper, wrought | 140 | 654 | 4 | 15 | 101 | 765 | 979 | 10,345 |
| | 5. Iron and steel— | | | | | | | | |
| | (*a*) Cast | 16 | 64 | ... | ... | 170 | 777 | 2,282 | 20,133 |
| | (*b*) Unwrought | 285 | 1,385 | 7 | 54 | 93 | 523 | 4,739 | 24,118 |
| | (*c*) Wrought | 1,588 | 6,116 | 95 | 511 | 676 | 4,425 | 4,512 | 33,406 |
| | (*d*) Manufactures | 499 | 1,670 | 81 | 347 | 359 | 1,714 | 4,623 | 39,562 |
| | 6. Zinc and spelter | ... | ... | ... | ... | 346 | 2,096 | ... | ... |
| | 7. Others | 372 | 2,031 | 41 | 288 | | | 854 | 6,856 |
| XVIII | OILS— | | | | | | | | |
| | 1. Kerosine | 580 | 2,236 | 211 | 1,087 | 3,122 | 14,397 | 22,947 | 1,23,038 |
| | 2. Castor | 234 | 1,355 | 1 | 8 | 100 | 533 | 393 | 2,218 |
| | 3. Cocoanut | 240 | 632 | 4 | 18 | 108 | 506 | 1,704 | 9,883 |
| | 4. Mustard and rape | 10 | 51 | 6 | 43 | 105 | 212 | 3 | 16 |
| | 5. Others | 504 | 2,609 | 14 | 90 | 265 | 1,409 | 2,219 | 13,585 |
| XIX | OIL-SEEDS— | | | | | | | | |
| | 1. Castor | 217 | 1,339 | 7 | 44 | 1,012 | 6,592 | 13,454 | 64,612 |
| | 2. Earthnuts | 7 | 44 | 13 | 78 | 91 | 621 | 2,046 | 12,338 |
| | 3. Linseed | 7 | 24 | ... | 1 | 1 | 10 | 2,602 | 11,513 |
| | 4. Poppy | 4 | 20 | 195 | 485 | 7 | 40 | 294 | 1,853 |
| | 5. Rape and mustard | 2,796 | 11,450 | 19 | 60 | 14 | 58 | 502 | 3,054 |
| | 6. Til or jinjili | 6,297 | 18,695 | 119 | 538 | 6,622 | 29,683 | 14,572 | 85,406 |
| | 7. Cotton seed | ... | ... | ... | ... | 7,899 | 25,522 | ... | ... |
| | 8. Others | 4,935 | 16,505 | 19 | 81 | | | 16,156 | 72,872 |
| XX | OPIUM | 42 | 483 | 49 | 323 | 5 | 95 | 4 | 72 |
| XXI | PAPER AND PASTE-BOARD | 109 | 700 | 23 | 143 | 143 | 1,021 | 491 | 5,160 |
| XXII | PROVISIONS— | | | | | | | | |
| | 1. Dried fruits | 2,531 | 11,180 | 398 | 2,212 | 2,845 | 14,302 | 24,376 | 1,43,644 |
| | 2. Ghee | 2,025 | 12,341 | 302 | 1,776 | 1,101 | 5,701 | 4,613 | 36,986 |
| | 3. Potatoes | ... | ... | ... | ... | ... | ... | ... | ... |
| | 4. Others | 1,156 | 5,935 | 99 | 554 | 5,337 | 31,699 | 12,924 | 68,090 |
| XXIII | RAILWAY PLANT AND ROLLING STOCK CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS— | | | | | | | | |
| | 1. Locomotives engines, and tenders, and parts thereof. | 16 | 101 | 39 | 38 | 60 | 450 | 27 | 151 |
| | 2. Carriages and trucks and parts thereof. | 13 | 26 | ... | ... | ... | ... | 19 | 111 |
| | 3. Materials— | | | | | | | | |
| | (*a*) Steel rails and fishplates | 715 | 3,617 | ... | ... | 1 | —9 | 5 | 47 |
| | (*b*) Sleepers and keys of steel and cast-iron. | 1,812 | 6,332 | ... | ... | ... | ... | ... | ... |
| | (*c*) Sleepers of wood | ... | ... | ... | ... | 6 | 14 | ... | ... |
| | (*d*) Others | 14,381 | 27,647 | 8 | 4 | | | 113 | 1,010 |
| XXIV | SALT | 42,893 | 2,46,154 | 1,075 | 4,888 | 5,469 | 9,983 | 50,703 | 3,44,781 |
| XXV | SALTPETRE AND OTHER SALINE SUBSTANCES— | | | | | | | | |
| | 1. Saltpetre | 89 | 459 | 15 | 101 | 31 | 184 | 167 | 991 |
| | 2. Other saline substances | 888 | 4,504 | 14 | 52 | 10 | 50 | 140 | 1,039 |
| | Carried over | 227,524 | 8,92,846 | 22,650 | 92,339 | 138,958 | 5,71,456 | 594,200 | 34,66,578 |

**DIX 19—*continued.***



*and the earnings therefrom during the Calendar year 1901.*

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| 3' 3⅜" | | | | | | 2' 6" | | | | 2' 0" | | Progressive No. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22 | | 23 | | 24 | | 25 | | 27 | | 30 | | |
| West of India Portuguese. | | South Indian. | | Burma. | | Morvi. | | Barsi. | | Darjeeling-Himalayan. | | |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 23,869 | 72,225 | 479,755 | 20,39,460 | 635,517 | 34,30,423 | 17,475 | 64,827 | 35,266 | 92,169 | 14,008 | 1,88,308 | |
| 415 | 1,624 | 517 | 5,506 | 2,211 | 21,709 | 2 | 9 | 2 | 6 | 432 | 2,353 | XVI |
| 33 | 108 | 2,299 | 14,686 | 497 | 10,520 | 1 | 11 | 5 | 19 | ... | 4 | |
| 9 | 40 | 232 | 3,713 | 54 | 1,647 | 3 | 36 | 4 | 15 | 137 | 4,083 | |
| ... | ... | 594 | 2,302 | 1 | 14 | 12 | 113 | 1 | 3 | ... | ... | |
| | | 852 | 6,657 | | 68 | ... | 1 | 52 | 131 | ... | ... | XVII |
| | | 681 | 7,355 | 236 | 3,463 | 136 | 908 | 16 | 31 | 41 | 1,030 | |
| | | 93 | 802 | 0 | 118 | ... | ... | 13 | 43 | ... | ... | |
| | | 47 | 696 | 48 | 625 | 22 | 149 | 7 | 22 | 10 | 228 | |
| 4,388 | 14,155 | 908 | 9,941 | 35 | 1,162 | 4 | 28 | 119 | 754 | ... | ... | |
| | | 3,266 | 17,894 | 8 | 46 | 25 | 116 | 10 | 28 | ... | ... | |
| | | 7,585 | 59,714 | 5,190 | 44,106 | 77 | 405 | 853 | 1,990 | 2 | 47 | |
| | | 5,725 | 80,317 | 5,091 | 60,692 | 108 | 675 | 127 | 335 | 563 | 14,192 | |
| | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| | | 1,463 | 14,114 | 802 | 7,808 | 20 | 163 | 11 | 34 | 100 | 2,232 | |
| 7,388 | 19,994 | 17,324 | 1,34,802 | 7,310 | 68,921 | 69 | 321 | 790 | 1,742 | 656 | 10,391 | XVIII |
| | | 2,213 | 16,619 | 75 | 1,114 | 27 | 122 | 5 | 18 | 5 | 69 | |
| 385 | 1,455 | 936 | 5,104 | 609 | 7,636 | 7 | 29 | 106 | 295 | 6 | 109 | |
| | | 86 | 359 | 6 | 81 | 11 | 44 | ... | ... | 260 | 3,908 | |
| | | 8,737 | 44,003 | 6,696 | 56,135 | 53 | 260 | 140 | 390 | 47 | 801 | |
| | | 5,599 | 29,750 | 4 | 83 | 7 | 19 | 350 | 758 | ... | ... | XIX |
| | | 75,060 | 91,304 | 263 | 1,984 | 4 | 24 | 161 | 368 | ... | ... | |
| | | 10 | 30 | 1 | 7 | 1 | ... | 3,112 | 6,631 | ... | 4 | |
| 14,410 | 30,429 | 32 | 339 | 1 | 5 | ... | ... | 20 | 58 | ... | ... | |
| | | 846 | 4,341 | ... | 7 | 1 | 4 | 13 | 36 | ... | ... | |
| | | 17,371 | 1,03,565 | 4,729 | 21,500 | 652 | 2,045 | 657 | 1,401 | ... | ... | |
| | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| | | 1,812 | 9,428 | ... | ... | 240 | 671 | 311 | 683 | ... | ... | |
| ... | ... | ... | ... | 11 | 298 | 6 | 73 | ... | ... | ... | 1 | XX |
| ... | ... | 1,550 | 29,209 | 419 | 8,781 | 96 | 729 | 62 | 191 | 61 | 1,467 | XXI |
| | | 1,609 | 9,986 | 414 | 5,051 | 131 | 483 | 903 | 2,466 | 30 | 563 | XXII |
| 279 | 848 | 1,075 | 9,100 | 752 | 12,367 | 327 | 1,512 | 32 | 96 | 34 | 672 | |
| | | ... | ... | | | ... | ... | ... | ... | ... | ... | |
| | | 23,946 | 1,37,012 | 41,810 | 3,91,239 | 151 | 788 | 74 | 196 | 262 | 6,595 | |
| ... | ... | ... | ... | ... | ... | 26 | 160 | 49 | 24 | ... | ... | XXIII |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| ... | ... | 3 | 38 | 1 | 10 | ... | ... | ... | ... | ... | ... | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| ... | ... | ... | ... | 1,641 | 4,773 | ... | ... | ... | ... | ... | ... | |
| ... | ... | 262 | 2,593 | 6 | 8 | ... | ... | 134 | 327 | ... | ... | |
| 11,212 | 22,887 | 75,010 | 2,73,145 | 16,932 | 1,54,482 | 1,403 | 1,908 | 6,359 | 14,101 | 838 | 13,931 | XXIV |
| ... | ... | 441 | 2,685 | 3 | 27 | 13 | 63 | ... | 1 | 4 | 65 | XXV |
| ... | ... | 23 | 163 | 8 | 137 | 1 | 5 | 45 | 112 | ... | ... | |
| 62,388 | 1,63,765 | 737,762 | 31,66,732 | 731,707 | 43,17,047 | 21,111 | 76,701 | 49,809 | 1,25,474 | 17,596 | 2,51,053 | |

## Appendix 19.
Principal Commodities—Details.

APPEN

*Principal commodities carried by each railway (by systems)*

(Referred to in paragraphs

| Progressive No. | GAUGE. | 3' 3¾" | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | CLASSIFICATION No. | 18. | | 19 | | 20 | | 21 | |
| | Railway. | Jodhpur-Bikaner. | | Udaipur-Chitor. | | Bhavnagar-Gondal-Junagad-Porbandar. | | Southern Mahratta. | |
| | Description of commodity—*concld.* | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| | | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| | Brought forward | 227,524 | 8,92,846 | 22,650 | 92,339 | 138,958 | 5,71,456 | 594,200 | 34,66,578 |
| XXVI | SILK— | | | | | | | | |
| | 1. Raw— | | | | | | | | |
| | (*a*) Foreign | 12 | 32 | ... | ... | 2 | 28 | 105 | 1,922 |
| | (*b*) Indian | 7 | 55 | ... | ... | ... | 1 | 150 | 697 |
| | 2. Piece-goods— | | | | | | | | |
| | (*a*) Foreign | ... | 1 | ... | ... | ... | 1 | 2 | 47 |
| | (*b*) Indian | 3 | 5 | ... | 6 | ... | 2 | ... | 2 |
| XXVII | SPICES— | | | | | | | | |
| | 1. Betel-nuts | 106 | 676 | 6 | 38 | 620 | 3,270 | 10,645 | 74,689 |
| | 2. Cardamoms | 3 | 7 | 1 | 7 | 2 | 11 | 67 | 863 |
| | 3. Chillies | 1,041 | 8,281 | 114 | 905 | 438 | 3,356 | 12,106 | 72,915 |
| | 4. Ginger | 37 | 224 | 3 | 23 | 8 | 59 | 215 | 1,913 |
| | 5. Pepper | 26 | 105 | 2 | 18 | 6 | 65 | 618 | 4,945 |
| | 6. Others | 2,051 | 8,864 | 224 | 1,167 | 525 | 3,088 | 5,990 | 39,378 |
| XXVIII | STONE AND LIME | 29,042 | 36,359 | 84 | 378 | 56,260 | 38,036 | 17,538 | 37,719 |
| XXIX | SUGAR— | | | | | | | | |
| | 1. Refined or crystalized, including sugar-candy. | 3,410 | 15,866 | 404 | 2,448 | 6,654 | 32,349 | 4,276 | 25,113 |
| | 2. Unrefined— | | | | | | | | |
| | (*b*) Sugar | 3,997 | 21,474 | 611 | 2,834 | 71 | 336 | 5,461 | 34,716 |
| | (*a*) *Gur, rab,* jaggree, molasses and other saccharine produce. | 8,656 | 49,230 | 1,178 | 6,415 | 6,029 | 27,831 | 35,701 | 2,14,073 |
| XXX | TEA— | | | | | | | | |
| | 1. Foreign | 1 | 9 | ... | 5 | 7 | 71 | 11 | 209 |
| | 2. Indian | 3 | 18 | ... | 7 | 26 | 206 | 40 | 659 |
| XXXI | TOBACCO— | | | | | | | | |
| | 1. Unmanufactured | 1,349 | 8,346 | 394 | 1,768 | 1,659 | 6,207 | 10,445 | 75,324 |
| | 2. Manufactured | | | | | | | | |
| | (*a*) Cigar | 6 | 59 | ... | 3 | 3 | 33 | 325 | 4 985 |
| | (*b*) Other sorts | 245 | 1,411 | 6 | 47 | 173 | 1,568 | 181 | 2,847 |
| XXXII | WOOD— | | | | | | | | |
| | 1. Timber, unwrought | 1,923 | 6,976 | 16 | 92 | 9,313 | 46,313 | 57,009 | 1,48,369 |
| | 2. Manufactures | 470 | 2,084 | 2 | 12 | 525 | 2,888 | 3,223 | 24,484 |
| XXXIII | WOOL— | | | | | | | | |
| | 1. Raw | 1,606 | 9,940 | 41 | 261 | 200 | 1,568 | 356 | 3,515 |
| | 2. Manufactured— | | | | | | | | |
| | (*a*) Carpets and rugs | 47 | 511 | ... | ... | ... | 2 | 2 | 18 |
| | (*b*) Piece-goods, European | 4 | 32 | ... | ... | 2 | 5 | 2 | 25 |
| | (*c*) Piece-goods, Indian | 205 | 2,092 | 2 | 25 | 11 | 35 | 4 | 89 |
| | (*d*) Other sorts of manufactures. | 3 | 30 | 1 | 9 | 2 | 29 | 640 | 7,327 |
| XXXIV | ALL OTHER ARTICLES OF MERCHANDISE— | | | | | | | | |
| | 1. Bones | 1,101 | 2,007 | 2 | 2 | | | | |
| | 2. Firewood | ... | ... | ... | ... | | | | |
| | 3. Indigo seed | ... | ... | ... | ... | | | | |
| | 4. Paints and colors | ... | ... | ... | ... | | | | |
| | 5. Seeds other than oil-seeds | ... | ... | ... | ... | 8,168 | 37,756 | 45,706 | 2,08,636 |
| | 6. Manures | ... | ... | ... | ... | | | | |
| | 7. Lucifer matches | ... | ... | ... | ... | | | | |
| | 8. Others | 27,617 | 94,529 | 724 | 4,500 | | | | |
| | TOTAL | 310,495 | 11,62,069 | 26,465 | 1,13,309 | 229,662 | 7,76,570 | 805,018 | 44,52,057 |
| XXXV | ANIMALS— | | | | | | | | |
| | 1 Horses | 54 | 1,360 | 7 | 73 | 29 | 440 | 167 | 4,392 |
| | 2. Cattle | 41 | 687 | 32 | 387 | 49 | 236 | 255 | 5,651 |
| | 3. Sheep, etc. | ... | 9 | ... | ... | 10 | 87 | 319 | 2,398 |
| | 4. Elephants | ... | ... | ... | ... | ... | ... | ... | ... |

**DIX 19—*concluded.***



***and the earnings therefrom during the Calendar year 1901.***

35 and 36 of Report.)

| 3' 3½" | | | | | | 2' 6" | | | | 2' 0" | | Progressive No. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22 | | 23 | | 24 | | 25 | | 26 | | 30 | | |
| West of India Portuguese. | | South Indian. | | Burma. | | Morvi. | | Barsi. | | Darjeeling-Hymalayan. | | |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 62,388 | 1,63,765 | 737,962 | 31,66,732 | 731,707 | 43,17,047 | 21,111 | 76,701 | 49,809 | 1,25,474 | 17,596 | 2,51,053 | |
| | | | | | | | | | | | | XXVI |
| ... | ... | ... | ... | 141 | 4,330 | ... | 1 | 2 | 7 | ... | ... | |
| | | 53 | 560 | 6 | 175 | ... | 1 | 1 | 3 | ... | ... | |
| 1 | 6 | ... | ... | 9 | 329 | ... | ... | 1 | 3 | ... | ... | |
| | | 16 | 48 | ... | 8 | ... | 1 | ... | ... | 1 | 26 | |
| | | | | | | | | | | | | XXVII |
| | | 13,854 | 66,779 | 4,408 | 49,448 | 32 | 159 | 496 | 1,382 | 19 | 445 | |
| | | 130 | 1,502 | 1 | 10 | ... | 1 | ... | ... | 231 | 3,329 | |
| 1,233 | 4,199 | 7,564 | 70,106 | 3,852 | 67,237 | 48 | 247 | 14 | 41 | 5 | 99 | |
| | | 334 | 3,083 | 553 | 5,064 | ... | ... | 7 | 22 | ... | ... | |
| | | 569 | 5,587 | 23 | 521 | ... | 1 | 11 | 32 | 13 | 313 | |
| | | 216 | 1,909 | 158 | 1,991 | 124 | 835 | 224 | 615 | 48 | 952 | |
| 242 | 465 | 75,814 | 91,523 | 81,571 | 92,359 | 930 | 1,351 | 21 | 52 | 634 | 6,793 | XXVIII |
| | | | | | | | | | | | | XXIX |
| | | 16,755 | 60,684 | 124 | 934 | 447 | 1,846 | 669 | 1,521 | 9 | 178 | |
| 1,680 | 4,883 | 6,483 | 16,790 | 2,987 | 32,509 | 5 | 12 | 29 | 70 | 708 | 11,658 | |
| | | 53,753 | 3,42,151 | 11,750 | 93,629 | 2,957 | 6,568 | 1,760 | 4,986 | 39 | 588 | |
| | | | | | | | | | | | | XXX |
| 241 | 875 | ... | ... | 189 | 3,095 | 1 | 5 | ... | 1 | ... | ... | |
| | | 1,308 | 7,943 | 317 | 4,519 | 5 | 39 | ... | 1 | 3,688 | 67,515 | |
| | | | | | | | | | | | | XXXI |
| | | 6,196 | 35,144 | 3,191 | 26,459 | 763 | 2,592 | 34 | 107 | 42 | 750 | |
| 381 | 1,384 | 1,823 | 22,692 | 103 | 1,354 | 1 | 25 | 7 | 23 | 80 | 1,991 | |
| | | 1,999 | 6,145 | 419 | 5,078 | 42 | 352 | 5 | 29 | 75 | 1,542 | |
| | | | | | | | | | | | | XXXII |
| 621 | 1,341 | 71,215 | 1,27,012 | 104,845 | 3,83,964 | 461 | 1,689 | 260 | 644 | 4 | 56 | |
| | | 6,141 | 49,078 | 3,138 | 19,927 | 49 | 379 | 27 | 80 | 124 | 2,206 | |
| | | | | | | | | | | | | XXXIII |
| ... | ... | 805 | 1,095 | 19 | 65 | 106 | 986 | ... | ... | ... | 7 | |
| | | 35 | 537 | 71 | 947 | 1 | 9 | ... | ... | 1 | 34 | |
| | | 1 | 8 | 47 | 948 | ... | ... | ... | ... | 3 | 91 | |
| 31 | 101 | 200 | 4,001 | 24 | 407 | 4 | 20 | 2 | 7 | 4 | 100 | |
| | | 62 | 337 | 19 | 271 | 1 | 8 | 3 | 14 | 12 | 256 | |
| | | | | | | | | | | | | XXXIV |
| | | ... | ... | ... | ... | | | | | ... | ... | |
| | | ... | ... | 76,849 | 1,13,172 | | | | | 861 | 1,328 | |
| | | ... | ... | ... | ... | | | | | ... | ... | |
| 3,561 | 12,069 | ... | ... | ... | ... | 698 | 4,913 | 952 | 1,999 | ... | ... | |
| | | ... | ... | ... | ... | | | | | 7 | 167 | |
| | | ... | ... | ... | ... | | | | | ... | ... | |
| | | ... | ... | ... | ... | | | | | ... | ... | |
| | | 84,268 | 5,21,338 | 60,442 | 4,17,369 | | | | | 2,956 | 61,531 | |
| 70,379 | 1,89,088 | 1,087,562 | 46,02,784 | 1,086,963 | 56,43,148 | 26,886 | 98,750 | 54,334 | 1,37,113 | 27,160 | 4,13,008 | |
| | | | | | | | | | | | | XXXV |
| ... | ... | 15 | 343 | 778 | 26,104 | 15 | 229 | ... | ... | ... | ... | |
| 3 | 19 | 767 | 5,189 | 2,910 | 71,495 | 21 | 255 | ... | ... | ... | 204 | |
| ... | ... | 3,636 | 10,551 | 1,575 | 36,198 | ... | ... | ... | ... | ... | ... | |
| ... | ... | ... | ... | | | ... | ... | ... | ... | ... | ... | |

# Appendix 20.
Train, engine and ton-mileage.

# APPEN
*Train, engine and ton-mileage in*
(Referred to in paragraph
N.B.—A reference to Appendix 2 will furnish the key to the

| Gauge. | 5′ 6″ | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Class: No. | 1 | 2 | | | 3 | 4 | 5 | 6 | 7 | | | 8 | | | 9 | | |
| | | E. B. S. system. | | | | | | | N. W. system (a) to (f). | | | G. I. P. system. | | | B., B. & C. I. system. | | |
| Calendar year. | E. I. | 5′ 6″ gauge. | Other gauges. * | Total. | B. C. | B. N. system (a) & (b). | E. C. | O. and R. | Comml. section. | Mily. section. | Total. | G. I. P. (a) to (c). | I. M. (d) to (h).* | Total. | B., B. & C. I. (a) to (e) & (k) & (l). * | R. M. (f) to (j). ¶ | Total. |
| **TRAIN-MILEAGE.—PASSENGER TRAINS.** | | | | | | | | | | | | | | | | | |
| 1897 | 2,329 | 759 | 239 | 998 | 46 | 234 | 11 | 436 | 2,150 | 55 | 2,205 | 3,923 | 471 ‡ | 4,394 | 1,319 | 835 | 3,054 |
| 1898 | 2,546 | 816 | 258 | 1,074 | 75 | 461 | 9 | 474 | 2,087 | 20 | 2,107 | 4,022 | 472 | 4,494 | 962 | 839 | 1,801 |
| 1899 | 2,596 | 794 | 273 | 1,067 | 92 | 494 | 16 | 589 | 2,052 | 17 | 2,069 | 4,043 | §463 | 4,506 | 1,203 | 663 | 1,866 |
| 1900 | 2,673 | 820 | 358 | 1,178 | 47 | 657 | 86 | 670 | 2,153 | 27 | 2,180 | 4,018 | §611 | 4,629 | 1,243 | 651 | 1,894 |
| 1901 | 2,627 | 844 | 385 | 1,229 | 48 | 1,355 | † | 840 | 2,297 | 29 | 2,326 | 3,908 | 611 | 4,519 | 1,403 | 651 | 2,054 |
| **GOODS TRAINS.** | | | | | | | | | | | | | | | | | |
| 1897 | 6,995 | 868 | 491 | 1,359 | 67 | 311 | 72 | 527 | 2,920 | 231 | 3,151 | 4,558 | 552 | 5,110 | 835 | 1,968 | 2,803 |
| 1898 | 7,529 | 730 | 565 | 1,295 | 48 | 269 | 39 | 734 | 4,271 | 203 | 4,474 | 4,974 | 671 | 5,645 | 1,031 | 2,753 | 3,784 |
| 1899 | 8,123 | 768 | 727 | 1,495 | 97 | 538 | 135 | 1,012 | 3,693 | 237 | 3,930 | 4,994 | §584 | 5,578 | 1,252 | 3,348 | 4,600 |
| 1900 | 9,104 | 804 | 849 | 1,653 | 124 | 1,451 | 340 | 1,010 | 2,833 | 307 | 3,140 | 5,024 | §1,098 | 6,122 | 1,370 | 4,311 | 5,681 |
| 1901 | 9,494 | 793 | 838 | 1,631 | 100 | 916 | † | 1,333 | 4,454 | 405 | 4,859 | 5,303 | 998 | 6,301 | 837 | 3,508 | 4,345 |
| **MIXED TRAINS.** | | | | | | | | | | | | | | | | | |
| 1897 | 3,578 | 391 | 930 | 1,321 | 284 | 1,208 | 848 | 1,227 | 2,441 | 881 | 3,322 | 438 | 719 | 1,157 | 502 | 2,599 | 3,101 |
| 1898 | 3,522 | 380 | 944 | 1,324 | 242 | 1,160 | 815 | 1,359 | 2,800 | 918 | 3,718 | 266 | 723 | 989 | 504 | 2,482 | 2,986 |
| 1899 | 3,662 | 406 | 986 | 1,392 | 218 | 1,249 | 1,213 | 1,342 | 2,992 | 947 | 3,939 | 249 | §1,195 | 1,444 | 506 | 2,684 | 3,190 |
| 1900 | 3,902 | 381 | 994 | 1,375 | 247 | 1,161 | 1,418 | 1,651 | 3,038 | 971 | 4,009 | 307 | §1,057 | 1,364 | 569 | 2,748 | 3,317 |
| 1901 | 4,161 | 369 | 1,052 | 1,421 | 222 | 1,408 | † | 1,794 | 3,480 | 1,125 | 4,605 | 643 | 1,246 | 1,889 | 436 | 2,829 | 3,265 |
| **TOTAL TRAIN-MILEAGE. ‡‡** | | | | | | | | | | | | | | | | | |
| 1897 | 13,207 | 2,032 | 1,685 | 3,717 | 406 | 1,800 | 1,018 | 2,297 | 7,854 | 1,253 | 9,107 | 9,097 | 1,757 | 10,854 | 2,617 | 5,491 | 8,108 |
| 1898 | 13,962 | 1,960 | 1,798 | 3,758 | 377 | 1,951 | 934 | 2,660 | 9,366 | 1,231 | 10,597 | 9,449 | 1,900 | 10,349 | 2,591 | 6,154 | 8,745 |
| 1899 | 14,810 | 2,007 | 2,039 | 4,046 | 410 | 2,378 | 1,490 | 3,066 | 8,967 | 1,297 | 10,264 | 9,454 | 2,285 | 11,739 | 3,002 | 6,798 | 9,800 |
| 1900 | 16,187 | 2,047 | 2,259 | 4,306 | 424 | 3,319 | 1,984 | 3,436 | 8,284 | 1,357 | 9,641 | 9,486 | 2,891 | 12,377 | 3,254 | 7,771 | 11,025 |
| 1901 | 16,840 | 2,047 | 2,325 | 4,372 | 375 | 3,741 | † | 4,076 | 10,475 | 1,642 | 12,117 | 9,978 | 2,960 | 12,938 | 2,786 | 7,125 | 9,911 |
| **ENGINE-MILEAGE.—PASSENGER TRAINS.** | | | | | | | | | | | | | | | | | |
| 1897 | 5,209 | 1,011 | 742 | 1,753 | 226 | 653 | 525 | 1,063 | 3,545 | 501 | 4,046 | 4,215 | 820 | 5,035 | 1,439 | 2,320 | 3,759 |
| 1898 | 5,287 | 1,051 | 787 | 1,838 | 237 | 789 | 474 | 1,239 | 3,704 | 494 | 4,198 | 4,189 | 826 | 5,015 | 1,169 | 2,246 | 3,415 |
| 1899 | 5,481 | 1,056 | 849 | 1,905 | 255 | 832 | 630 | 1,428 | 3,767 | 509 | 4,276 | 4,157 | 974 | 5,131 | 1,456 | 2,206 | 3,662 |
| 1900 | 5,976 | 1,072 | 892 | 1,964 | 220 | 945 | 697 | 1,774 | 4,035 | 544 | 4,579 | 4,153 | 1,099 | 5,252 | 1,571 | 2,264 | 3,835 |
| 1901 | 4,681 | 1,212 | 1,437 | 2,649 | 195 | 1,387 | † | 821 | 5,239 | 751 | 5,990 | 4,246 | 383 | 4,629 | 1,653 | 2,238 | 3,890 |
| **GOODS TRAINS.** | | | | | | | | | | | | | | | | | |
| 1897 | 10,746 | 1,817 | 1,353 | 3,170 | 245 | 1,353 | 641 | 1,692 | 5,376 | 887 | 6,263 | 6,100 | 1,179 | 7,279 | 1,594 | 4,037 | 5,631 |
| 1898 | 11,715 | 1,704 | 1,472 | 3,176 | 201 | 1,363 | 701 | 1,895 | 6,897 | 877 | 7,774 | 6,500 | 1,335 | 7,835 | 1,883 | 4,787 | 6,670 |
| 1899 | 12,695 | 1,786 | 1,724 | 3,510 | 198 | 1,748 | 1,023 | 2,153 | 6,429 | 929 | 7,358 | 6,611 | 1,658 | 8,269 | 2,035 | 5,563 | 7,598 |
| 1900 | 14,034 | 1,815 | 1,927 | 3,742 | 284 | 2,733 | 1,475 | 2,301 | 5,482 | 973 | 6,455 | 6,670 | 2,277 | 8,947 | 2,243 | 6,586 | 8,829 |
| 1901 | 16,357 | 1,658 | 1,441 | 3,099 | 272 | 2,786 | † | 3,950 | 6,753 | 1,083 | 7,836 | 7,974 | 2,229 | 10,203 | 1,621 | 5,863 | 7,484 |
| **TOTAL ENGINE-MILEAGE.** | | | | | | | | | | | | | | | | | |
| 1897 | 15,955 | 2,828 | 2,095 | 4,923 | 471 | 2,006 | 1,166 | 2,755 | 8,921 | 1,388 | 10,309 | 10,315 | 1,999 | 12,314 | 3,033 | 6,357 | 9,390 |
| 1898 | 17,002 | 2,755 | 2,259 | 5,014 | 438 | 2,152 | 1,175 | 3,134 | 10,601 | 1,371 | 11,972 | 10,689 | 2,161 | 12,850 | 3,052 | 7,033 | 10,085 |
| 1899 | 18,176 | 2,842 | 2,573 | 5,415 | 453 | 2,581 | 1,653 | 3,581 | 10,196 | 1,438 | 11,684 | 10,768 | 2,632 | 13,400 | 3 491 | 7,769 | 11,260 |
| 1900 | 20,010 | 2,887 | 2,819 | 5,706 | 504 | 3,678 | 2,172 | 4,075 | 9,517 | 1,517 | 11,034 | 10,823 | 3,376 | 14,199 | 3,814 | 8,850 | 12,664 |
| 1901 | 21,038 | 2,870 | 2,878 | 5,748 | 467 | 4,173 | † | 4,771 | 11,992 | 1,835 | 13,827 | 12,220 | 2,667 | 14,887 | 3,273 | 8,101 | 11,374 |
| **FREIGHT TON-MILEAGE.—COACHING.** | | | | | | | | | | | | | | | | | |
| 1897 | 83,441 | 11,854 | 9,240 | 21,094 | 2,586 | 7,572 | 7,866 | †16,230 | 59,868 | 7,455 | 67,323 | 40,659 | 10,443 | 51,102 | ‖22,125 | 35,671 | 57,796 |
| 1898 | 86,336 | 12,133 | 9,517 | 21,650 | 2,642 | 7,339 | 6,812 | †17,922 | 57,506 | 6,275 | 63,781 | 36,481 | 10,518 | 46,999 | 19,078 | 35,848 | 54,926 |
| 1899 | 89,279 | 12,900 | 9,686 | 22,676 | 2,719 | 11,790 | 9,449 | †18,816 | 56,247 | 6,448 | 62,695 | 42,722 | 11,321 | 54,043 | 24,294 | 37,512 | 61,806 |
| 1900 | 99,086 | 13,131 | 11,079 | 24,200 | 2,725 | 17,868 | 11,600 | 20,958 | 60,681 | 6,926 | 67,607 | 45,904 | 12,331 | 58,235 | 27,165 | 35,836 | 63,001 |
| 1901 | 107,060 | 14,162 | 12,106 | 26,268 | 2,942 | 28,460 | † | 35,579 | 65,174 | 7,898 | 73,072 | ... | ... | 65,935 | ‖28,676 | 41,360 | 70,036 |
| **GOODS.** | | | | | | | | | | | | | | | | | |
| 1897 | 1,629,605 | 132,877 | 64,773 | 197,650 | 11,315 | 139,849 | 51,123 | ‡144,479 | 546,024 | 59,941 | 605,965 | 504,970 | 115,001 | 619,971 | ‖245,750 | 312,206 | 558,046 |
| 1898 | 1,729,246 | 130,516 | 68,919 | 199,465 | 7,939 | 147,998 | 51,471 | ‡166,520 | 905,824 | 57,728 | 963,552 | 745,359 | 132,613 | 877,972 | 328,510 | 425,658 | 754,168 |
| 1899 | 1,852,679 | 136,442 | 78,606 | 215,048 | 9,918 | 228,627 | 93,188 | ‡203,458 | 820,625 | 58,863 | 879,488 | 747,478 | 157,853 | 905,331 | 339,409 | 514,611 | 854,020 |
| 1900 | 2,024,307 | 145,604 | 91,628 | 237,232 | 15,920 | 383,691 | 162,050 | 190,291 | 639,665 | 56,510 | 696,175 | 717,241 | 258,413 | 975,654 | 374,854 | 646,018 | 1,020,872 |
| 1901 | 2,149,247 | 131,327 | 85,847 | 217,174 | 12,260 | 230,626 | † | 239,439 | 1,047,284 | 71,096 | 1,118,380 | ... | ... | 1,057,031 | ‖307,389 | 606,245 | 913,634 |
| **TOTAL FREIGHT TON-MILEAGE.** | | | | | | | | | | | | | | | | | |
| 1897 | 1,713,046 | 144,731 | 74,013 | 218,744 | 13,901 | 147,421 | 58,989 | ‡160,709 | 605,892 | 67,396 | 673,288 | 545,629 | 125,444 | 671,073 | ‖267,875 | 347,867 | 615,842 |
| 1898 | 1,815,582 | 142,649 | 78,436 | 221,115 | 10,581 | 155,337 | 58,283 | ‡184,442 | 963,330 | 64,003 | 1,027,333 | 781,840 | 143,131 | 924,971 | 347,588 | 461,506 | 809,094 |
| 1899 | 1,941,958 | 149,432 | 88,292 | 237,724 | 12,637 | 240,417 | 102,637 | ‡222,274 | 876,872 | 65,311 | 942,183 | 790,200 | 169,174 | 959,374 | 363,703 | 552,123 | 915,826 |
| 1900 | 2,123,393 | 158,735 | 102,707 | 261,432 | 18,646 | 401,559 | 173,650 | 211,249 | 700,346 | 63,436 | 763,782 | 763,145 | 269,744 | 1,032,889 | 402,019 | 681,854 | 1,083,873 |
| 1901 | 2,256,307 | 145,489 | 97,953 | 243,442 | 15,202 | 259,086 | † | 265,018 | 1,112,458 | 78,994 | 1,191,453 | ... | ... | 1,122,966 | ‖336,065 | 647,605 | 983,670 |
| **GROSS TON MILEAGE (FREIGHT AND DEAD WEIGHT)—COACHING.** | | | | | | | | | | | | | | | | | |
| 1897 | 1,316,672 | 222,024 | 99,413 | 321,437 | 55,543 | 185,099 | 156,367 | ‡279,070 | 871,184 | 119,968 | 991,148 | 893,455 | 197,764 | 1,091,219 | ‖347,983 | 346,642 | 694,625 |
| 1898 | 1,334,826 | 231,741 | 112,807 | 344,548 | 49,105 | 201,087 | 134,794 | ‡347,511 | 926,010 | 118,256 | 1,044,266 | 903,900 | 200,898 | 1,104,798 | 285,615 | 337,668 | 623,283 |
| 1899 | 1,386,190 | 238,047 | 115,630 | 353,677 | 53,905 | 251,010 | 185,437 | ‡354,339 | 961,980 | 123,202 | 1,085 182 | 909,418 | 237,787 | 1,147,205 | 361,741 | 345,631 | 707,372 |
| 1900 | 1,452,274 | 248,256 | 131,499 | 379,665 | 49,396 | 250,892 | 210,012 | 410,141 | 995,789 | 129,972 | 1,125,761 | 954,923 | 260,439 | 1,215,362 | 398,780 | 351,418 | 750,198 |
| 1901 | 1,628,808 | 252,207 | 141,245 | 393,452 | 46,300 | 464,912 | † | 491,736 | 1,114,484 | 147,049 | 1,261,533 | ... | ... | 1,322,685 | ‖424,951 | 364,568 | 789,519 |
| **GOODS.** | | | | | | | | | | | | | | | | | |
| 1897 | 3,579,058 | 429,317 | 185,417 | 614,734 | 48,879 | 440,347 | 159,055 | ‡429,033 | 1,649,573 | 206,132 | 1,855,705 | 1,555,793 | 370,850 | 1,926,643 | ‖612,128 | 735,795 | 1,347,923 |
| 1898 | 3,830,560 | 388,523 | 201,676 | 590,199 | 33,889 | 458,133 | 154,007 | ‡492,431 | 2,439,814 | 198,249 | 2,638,063 | 1,982,705 | 421,811 | 2,404,516 | 778,279 | 962,932 | 1,741,211 |
| 1899 | 4,131,453 | 408,776 | 232,335 | 641,111 | 41,995 | 668,341 | 276,919 | ‡583,660 | 2,236,836 | 208,935 | 2,445,771 | 2,019,507 | 515,524 | 2,535,031 | 847,115 | 1,181,527 | 2,028,642 |
| 1900 | 4,502,940 | 444,683 | 252,523 | 697,206 | 63,618 | 991,849 | 462,514 | 553,353 | 1,702,564 | 207,471 | 1,910,035 | 2,055,865 | 759,759 | 2,815,624 | 1,003,489 | 1,452,285 | 2,455,774 |
| 1901 | 4,817,717 | 396,504 | 251,690 | 648,194 | 41,395 | 731,054 | † | 714,418 | 2,632,007 | 247,453 | 2,879,460 | ... | ... | 3,007,685 | ‖708,804 | 1,312,312 | 2,021,116 |
| **TOTAL GROSS TON-MILEAGE (FREIGHT AND DEAD WEIGHT).** | | | | | | | | | | | | | | | | | |
| 1897 | 4,895,730 | 651,341 | 284,830 | 936,171 | 104,422 | 634,446 | 315,422 | ‡709,003 | 2,520,757 | 326,096 | 2,846,853 | 2,449 248 | 568,614 | 3,017,862 | ‖960,111 | 1,082,437 | 2,042,548 |
| 1898 | 5,165,386 | 620,264 | 314,483 | 934,747 | 82,994 | 659,220 | 288,801 | ‡819,942 | 3,365,824 | 316,505 | 3,682 329 | 2,886,605 | 622,709 | 3,509,314 | 1,063,894 | 1,300,600 | 2,364,494 |
| 1899 | 5,517,643 | 646,823 | 347,965 | 994,788 | 95,900 | 899,351 | 462,356 | ‡937,999 | 3,198,816 | 332,137 | 3,530,953 | 2,928,925 | 753,311 | 3,682,236 | 1,208,856 | 1,527,158 | 2,736,014 |
| 1900 | 5,955,214 | 692,939 | 383,932 | 1,076,871 | 113,014 | 1,242,741 | 672,526 | 963,494 | 2,698,353 | 337,443 | 3,035,796 | 3,010,788 | 1,020,198 | 4,030,986 | 1,402,269 | 1,803,703 | 3,205,972 |
| 1901 | 6,446,525 | 648,711 | 392,935 | 1,041,646 | 88,195 | 1,195,966 | † | 1,206,154 | 3,746,491 | 388,502 | 4,134993 | ... | ... | 4,329,736 | ‖1,133.755 | 1,676,780 | 2,810,535 |

* The freight and gross ton-mileage figures exclude the 2′ 0″ and 2′ 6″ gauge railways.
† Transferred partly to the Bengal-Nágpur railway and partly to the Madras railway from the 1st January 1901.
‡ Including the Cawnpore-Burhwal 3′ 3¾″ gauge link as the figures cannot be separated.
§ Excluding the 2′ 0″ gauge figures as they cannot be separated from the totals.
‖ Including the Godhra-Rutlam-Nagda railway, as the figures cannot be separated.

# DIX 20.
## thousands *of miles of each railway (by systems).*

graph 37 of Report.)

code letters used to express railway systems.



| 3′ 3½″. | | | | | | | | | | | | | | | | | | 2′ 6″. | 2′ 0″. | Gauge. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10 | | 11 | | 12 | 13 | 14 | 15 | 16 | 17 | | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 30 | Class: No. |
| N. G. S. system. | | M. system. | | | | | | R. & K. system. | | | | | | | | | | | | |
| N. G. S. (a) & (b). | H. G. V. (c). | M. (a) to (c). | N. (d). | S. D. | D. S. | A. B. | D. | B. and N. W. ** | R. and K. (a) (b) | Powayan Light. (c) | J. B. | U. C. | B. G. J. P. | S. M. | W. I. P. | S. I. | B. | M. R. W. | D. H. | Calendar year. |
| **TRAIN-MILEAGE.—PASSENGER TRAINS.** | | | | | | | | | | | | | | | | | | | | |
| 93 | ... | 938 | ... | 3 | ... | 1 | available. | 189 | 10 | ... | 4 | ... | 93 | 430 | 26 | 1,305 | 392 | 53 | 37 | 1897 |
| 91 | ... | 920 | ... | 3 | ... | 3 | | 395 | 12 | ... | 6 | ... | 88 | 306 | 25 | 1,244 | 398 | 50 | 38 | 1898 |
| 92 | ... | 953 | 13 | 4 | ... | 5 | | 582 | 10 | ... | 4 | 1 | 87 | 300 | 33 | 1,198 | 396 | 49 | 37 | 1899 |
| 90 | ... | 1,023 | 23 | 3 | ... | 1 | | 693 | 12 | ... | 4 | ... | 93 | 434 | 41 | 1,300 | 392 | 52 | 38 | 1900 |
| 89 | 1 | 1,576 | 25 | ... | ... | 7 | | 710 | 15 | ... | 11 | ... | 86 | 656 | 10 | 943 | 412 | 48 | 48 | 1901 |
| **GOODS TRAINS.** | | | | | | | | | | | | | | | | | | | | |
| 301 | ... | 305 | ... | 2 | 97 | 93 | not | 398 | 67 | ... | 52 | ... | 160 | 764 | 25 | 994 | 393 | 34 | 127 | 1897 |
| 355 | ... | 302 | ... | 3 | 89 | 140 | | 588 | 103 | ... | 56 | ... | 120 | 966 | 30 | 933 | 375 | 27 | 120 | 1898 |
| 349 | ... | 435 | 12 | 4 | 94 | 212 | | 715 | 179 | ... | 169 | 3 | 156 | 1,091 | 83 | 1,110 | 332 | 43 | 128 | 1899 |
| 632 | 51 | 547 | 15 | 5 | 86 | 197 | | 701 | 170 | ... | 165 | 15 | 226 | 1,226 | 43 | 730 | 583 | 85 | 150 | 1900 |
| 327 | 88 | 1,163 | 17 | 1 | 94 | 90 | | 962 | 168 | ... | 124 | 1 | 103 | 671 | 23 | 660 | 634 | 25 | 128 | 1901 |
| **MIXED TRAINS.** | | | | | | | | | | | | | | | | | | | | |
| 461 | ... | 1,346 | ... | 30 | 114 | 306 | Information | 1,421 | 376 | ... | 314 | 44 | 351 | 2,825 | ... | §§ | 1,644 | 86 | ... | 1897 |
| 460 | ... | 1,320 | ... | 30 | 130 | 320 | | 1,355 | 371 | ... | 331 | 46 | 376 | 1,352 | ... | 1,178 | 1,860 | 91 | ... | 1898 |
| 469 | 13 | 1,369 | ... | 30 | 142 | 394 | | 1,302 | 327 | ... | 373 | 47 | 372 | 1,418 | ... | 1,002 | 1,915 | 90 | ... | 1899 |
| 529 | 318 | 1,170 | ... | 50 | 141 | 401 | | 1,426 | 381 | ... | 386 | 50 | 364 | 1,770 | ... | 1,227 | 2,069 | 84 | ... | 1900 |
| 528 | 568 | 1,802 | ... | 120 | 144 | 557 | | 1,728 | 402 | 58 | 674 | 50 | 389 | 1,820 | 57 | 1,661 | 2,116 | 94 | ... | 1901 |
| **TOTAL TRAIN-MILEAGE. ‡‡** | | | | | | | | | | | | | | | | | | | | |
| 909 | ... | 2,647 | ... | 61 | 211 | 400 | 13 | 2,144 | 471 | ... | 381 | 46 | 617 | 4,113 | 51 | 3,640 | 2,807 | 173 | 164 | 1897 |
| 948 | ... | 2,601 | ... | 47 | 249 | 463 | 15 | 2,459 | 507 | ... | 410 | 46 | 590 | 2,708 | 55 | 3,489 | 2,955 | 170 | 158 | 1898 |
| 963 | 22 | 2,721 | 26 | 39 | 236 | 611 | 15 | 2,827 | 580 | ... | 574 | 51 | 615 | 2,883 | 116 | 3,396 | 2,946 | 183 | 165 | 1899 |
| 1,311 | 457 | 2,811 | 38 | 58 | 227 | 599 | 15 | 3,067 | 580 | ... | 627 | 66 | 685 | 3,493 | 84 | 3,254 | 3,415 | 225 | 188 | 1900 |
| 997 | 755 | 4,659 | 42 | 125 | 255 | 655 | 15 | 3,400 | 604 | 58 | 843 | 52 | 519 | 3,231 | 90 | 3,343 | 3,594 | 167 | 176 | 1901 |
| **ENGINE MILEAGE—PASSENGER TRAINS.** | | | | | | | | | | | | | | | | | | | | |
| 229 | ... | 1,203 | ... | 22 | 38 | 154 | not available. | 960 | 188 | ... | 466 | 31 | 335 | 1,316 | 26 | 2,020 | 1,172 | 116 | 37 | 1897 |
| 225 | ... | 1,257 | ... | 21 | 43 | 152 | | 1,191 | 171 | ... | 179 | 34 | 326 | 861 | 25 | 1,941 | 1,320 | 112 | 38 | 1898 |
| 223 | 25 | 1,247 | 13 | 21 | 47 | 186 | | 1,326 | 166 | ... | 186 | 28 | 332 | 798 | 33 | 1,710 | 1,307 | 112 | 37 | 1899 |
| 264 | 139 | 1,321 | 23 | 33 | 57 | 204 | | 1,531 | 179 | ... | 196 | 23 | 334 | 1,157 | 41 | 1,829 | 1,344 | 112 | 38 | 1900 |
| 318 | 315 | 1,573 | 25 | ... | 48 | 564 | | 1,720 | 279 | ... | 352 | 56 | 312 | 673 | 37 | 1,773 | 387 | 117 | 48 | 1901 |
| **GOODS TRAINS.** | | | | | | | | | | | | | | | | | | | | |
| 805 | ... | 1,860 | ... | 50 | 254 | 330 | Information | 1,551 | 374 | ... | 238 | 22 | 326 | 3,143 | 27 | 2,242 | 2,097 | 64 | 127 | 1897 |
| 847 | ... | 1,854 | ... | 40 | 256 | 407 | | 1,715 | 430 | ... | 254 | 18 | 329 | 2,140 | 32 | 2,173 | 2,182 | 65 | 120 | 1898 |
| 880 | ... | 2,034 | 13 | 30 | 286 | 532 | | 1,999 | 538 | ... | 420 | 30 | 330 | 2,452 | 90 | 2,204 | 2,264 | 77 | 128 | 1899 |
| 1,321 | 358 | 2,080 | 17 | 55 | 296 | 493 | | 2,050 | 532 | ... | 461 | 49 | 412 | 2,758 | 45 | 1,804 | 2,793 | 119 | 150 | 1900 |
| 846 | 507 | 3,900 | 19 | 252 | 312 | 213 | | 2,252 | 466 | 66 | 487 | ... | 254 | 2,952 | 55 | 1,878 | 4,004 | 54 | 128 | 1901 |
| **TOTAL ENGINE MILEAGE.** | | | | | | | | | | | | | | | | | | | | |
| 1,034 | ... | 3,153 | ... | 72 | 292 | 484 | 13 | 2,511 | 562 | ... | 404 | 53 | 652 | 4,459 | 53 | 4,262 | 3,269 | 180 | 164 | 1897 |
| 1,072 | ... | 3,111 | ... | 61 | 299 | 559 | 15 | 2,906 | 610 | ... | 433 | 52 | 645 | 3,001 | 57 | 4,114 | 3,502 | 177 | 158 | 1898 |
| 1,103 | 25 | 3,281 | 26 | 51 | 333 | 718 | 15 | 3,325 | 704 | ... | 606 | 58 | 662 | 3,250 | 123 | 3,914 | 3,571 | 189 | 165 | 1899 |
| 1,485 | 497 | 3,401 | 40 | 88 | 353 | 697 | 15 | 3,581 | 711 | ... | 657 | 72 | 746 | 3,915 | 86 | 3,623 | 4,137 | 231 | 188 | 1900 |
| 1,164 | 822 | 5,473 | 44 | 152 | 360 | 777 | 15 | 3,972 | 745 | 66 | 839 | 56 | 568 | 3,625 | 92 | 3,651 | 4,391 | 171 | 176 | 1901 |
| **FREIGHT TON-MILEAGE, COACHING.** | | | | | | | | | | | | | | | | | | | | |
| 4,431 | ... | 24,836 | ... | able. | able. | 2,014 | able. | 12,577 | 2,272 | able | 2,869 | †† | 4,226 | 16,365 | §§ | 28,632 | 16,875 | Information not available. | | 1897 |
| 4,170 | ... | 21,162 | ... | | | 2,781 | | 13,402 | 2,580 | | 2,895 | 480 | 3,764 | 11,174 | | 25,133 | 17,988 | | | 1898 |
| 4,443 | ... | 18,169 | ... | | | 3,521 | | 15,136 | 2,689 | | 3,258 | 554 | 4,305 | 10,201 | | 24,293 | 17,920 | | | 1899 |
| 3,736 | ... | 21,727 | ... | | | 3,699 | | 17,362 | 2,813 | | 2,854 | 477 | 4,049 | 15,344 | | 27,884 | 21,766 | | | 1900 |
| 4,755 | 4,162 | 30,001 | 106 | | | 4,047 | | 22,358 | 3,488 | | 5,016 | 561 | 4,229 | 16,283 | 244 | 29,546 | 22,785 | | | 1901 |
| **GOODS.** | | | | | | | | | | | | | | | | | | | | |
| 103,584 | ... | 157,755 | ... | avail | avail | 16,721 | avail | 102,192 | 15,362 | avail | 13,341 | †† | 17,108 | 196,576 | §§ | 90,563 | 121,953 | Information not available. | | 1897 |
| 117,407 | ... | 153,044 | ... | | | 23,084 | | 112,443 | 20,114 | | 16,202 | 513 | 16,174 | 145,000 | | 87,103 | 122,264 | | | 1898 |
| 121,151 | ... | 150,429 | ... | | | 33,906 | | 149,985 | 25,688 | | 31,896 | 1,331 | 17,412 | 167,054 | | 92,252 | 125,056 | | | 1899 |
| 92,656 | ... | 158,242 | ... | | | 30,714 | | 156,381 | 24,583 | | 33,287 | 2,897 | 20,933 | 170,257 | | 94,838 | 155,473 | | | 1900 |
| 107,030 | 21,914 | 306,209 | 253 | | | 30,517 | | 165,049 | 24,318 | | 32,350 | 1,632 | 13,944 | 135,434 | 3,382 | 110,866 | 171,176 | | | 1901 |
| **TOTAL FREIGHT TON-MILEAGE.** | | | | | | | | | | | | | | | | | | | | |
| 108,015 | ... | 182,291 | ... | not | not | 18,735 | not | 114,769 | 17,634 | not | 16 210 | †† | 21,334 | 212,941 | §§ | 119,195 | 138,828 | Information not available. | | 1897 |
| 121,577 | ... | 174,206 | ... | | | 25,865 | | 125,844 | 22,694 | | 19,097 | 992 | 19,938 | 156,174 | | 112,236 | 140,252 | | | 1898 |
| 125,594 | ... | 177,598 | ... | | | 37,427 | | 165,128 | 28,377 | | 35,154 | 1,885 | 21,717 | 177,255 | | 116,545 | 142,976 | | | 1899 |
| 96,392 | ... | 179,969 | ... | | | 34,413 | | 153,743 | 27,396 | | 36,141 | 3,374 | 25,002 | 185,601 | | 122,722 | 177,239 | | | 1900 |
| 111,785 | 26,076 | 336,210 | 359 | | | 34,564 | | 187,407 | 27,806 | | 37,366 | 2,193 | 18,173 | 151,717 | 3,626 | 140,412 | 193,961 | | | 1901 |
| **GROSS TON-MILEAGE (FREIGHT AND DEAD WEIGHT).—COACHING.** | | | | | | | | | | | | | | | | | | | | |
| 67,376 | ... | 271,478 | ... | tion | tion | 31,903 | tion | 157,815 | 30,907 | tion | 29,283 | †† | 49,048 | 206,917 | 3,881 | 306,942 | 199,521 | Information not available. | | 1897 |
| 67,474 | ... | 257,622 | ... | | | 40,740 | | 170,584 | 31,070 | | 30,943 | 5,599 | 47,357 | 136,577 | 3,396 | 291,319 | 221,492 | | | 1898 |
| 67,319 | ... | 240,721 | ... | | | 47,995 | | 197,499 | 32,814 | | 33,193 | 5,799 | 50,421 | 129,774 | 5,406 | 259,239 | 225,786 | | | 1899 |
| 100,666 | 26,050 | 261,043 | ... | | | 47,628 | | 227,625 | 33,536 | | 32,899 | 5,706 | 49,546 | 184,292 | 5,587 | 285,060 | 221,958 | | | 1900 |
| 79,740 | 60,681 | 418,638 | 1,568 | | | 63,109 | | 225,437 | 37,789 | | 65,301 | 6,014 | 48,137 | 208,036 | 5,358 | 285,752 | 243,119 | | | 1901 |
| **GOODS.** | | | | | | | | | | | | | | | | | | | | |
| 277,874 | ... | 513,661 | ... | forma | forma | 45,367 | forma | 261,032 | 48,442 | forma | 40,168 | †† | 51,940 | 517,858 | 3,819 | 279,133 | 343,662 | Information not available. | | 1897 |
| 304,314 | ... | 503,000 | ... | | | 68,454 | | 259,667 | 59,703 | | 44.743 | 1,980 | 48,603 | 364,024 | 4,659 | 258,576 | 344,136 | | | 1898 |
| 310,736 | ... | 531,185 | ... | | | 107,316 | | 338,715 | 65,101 | | 81,184 | 4,340 | 52,688 | 424,028 | 15,329 | 278,296 | 347,946 | | | 1899 |
| 450,042 | 49,909 | 531,638 | ... | | | 85,981 | | 335,886 | 61,902 | | 81,653 | 8,460 | 64,505 | 457,115 | 7,109 | 244,772 | 399,626 | | | 1900 |
| 293,083 | 73,045 | 975,400 | 1,301 | | | 77,485 | | 382,895 | 61,052 | | 89,367 | 4.716 | 39,978 | 363,056 | 8,823 | 288,955 | 436,637 | | | 1901 |
| **TOTAL GROSS TON-MILEAGE (FREIGHT AND DEAD WEIGHT).** | | | | | | | | | | | | | | | | | | | | |
| 345,250 | ... | 785,139 | ... | In | In | 77,270 | In | 418,847 | 79,349 | In | 69,451 | †† | 100,988 | 724,775 | 7,702 | 577,075 | 542,583 | Information not available. | | 1897 |
| 371,788 | ... | 760,622 | ... | | | 109,194 | | 430,181 | 90,773 | | 75,686 | 7,579 | 96,950 | 500,601 | 8,055 | 549,895 | 565,628 | | | 1898 |
| 378,055 | ... | 771,906 | ... | | | 155,311 | | 536,214 | 97,915 | | 114,377 | 10,139 | 103,109 | 553,802 | 20.735 | 537.535 | 573,732 | | | 1899 |
| 550,708 | 75,959 | 792,681 | ... | | | 133,609 | | 563,511 | 93,438 | | 114,552 | 14,166 | 114,051 | 641,407 | 12,696 | 530,832 | 621,584 | | | 1900 |
| 372,823 | 133,726 | 1,394,038 | 2,869 | | | 140,594 | | 658,232 | 93,832 | | 154,668 | 10,730 | 88,115 | 571,093 | 14,181 | 579,707 | 676,756 | | | 1901 |

*Note.*—Excludes other light railways, as complete particulars are not furnished.

¶ Including the Godhra-Ratlam-Nagda (5′ 6″ gauge) railway only in the case of train and engine-mileage figures, during the years 1897 to 1900.

** Including the Cawnpore-Borhwal 3′ 3½″ gauge link only in the case of train and engine mileage figures.

†† Included with the Rajputana-Malwa railway.

‡‡ Includes miscellaneous train-mileage.

§§ Information not available.

**Appendix 21.**
Vehicle mileage.

**APPEN**

***Loaded and Empty Vehicle Mileage in***

(Referred to in paragraph

| GAUGE. | 5′ 6″ | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CLASS: No. | 1 | | | 2 (*a*) | | | 3 | | | 4 (*a*) & (*b*) | | | | | | 6 | | |
| RAILWAY. | EAST INDIAN. | | | EASTERN BENGAL STATE. | | | BENGAL CENTRAL. | | | BENGAL-NÁGPUR. | | | EAST COAST STATE.* | | | OUDH AND ROHILKHAND STATE. | | |
| Calendar year. | Loaded. | Empty. | Total. | Loaded. | Empty. | Total. | Loaded. | Empty. | Total. | Loaded. | Empty. | Total. | Loaded. | Empty. | Total. | Loaded. | Empty. | Total. |
| **COACHING.** | | | | | | | | | | | | | | | | | | |
| **HOME VEHICLE MILEAGE ON HOME LINE.** | | | | | | | | | | | | | | | | | | |
| 1897 | 81,209 | 17,880 | 99,089 | 13,557 | 1,359 | 14,916 | 3,743 | 449 | 4,192 | 10,128 | 2,735 | 12,863 | 8,242 | 1,419 | 9,661 | 15,173 | 3,869 | 19,042 |
| 1898 | 82,243 | 18,588 | 100,831 | 13,845 | 1,433 | 15,278 | 3,082 | 419 | 3,501 | 10,576 | 3,161 | 13,737 | 6,867 | 1,359 | 8,226 | 17,091 | 4,358 | 21,449 |
| 1899 | 84,376 | 18,113 | 102,489 | 14,251 | 1,366 | 15,617 | 3,344 | 386 | 3,730 | 12,417 | 3,266 | 15,683 | 10,293 | 1,944 | 12,237 | 18,253 | 4,802 | 23,055 |
| 1900 | 85,781 | 19,479 | 105,260 | 14,969 | 1,338 | 16,307 | 3,120 | 391 | 3,511 | 15,347 | 3,449 | 18,796 | 11,643 | 2,380 | 14,023 | 21,370 | 5,490 | 26,860 |
| 1901 | 93,085 | 19,409 | 112,494 | 14,982 | 2,128 | 17,110 | 3,004 | 489 | 3,493 | 23,435 | 8,899 | 32,334 | ... | ... | * | 23,307 | 6,025 | 29,332 |
| **FOREIGN VEHICLE MILEAGE ON HOME LINE.** | | | | | | | | | | | | | | | | | | |
| 1897 | 1,410 | 235 | 1,645 | 15 | 3 | 18 | ... | ... | ... | 1,177 | 31 | 1,208 | 72 | 1 | 73 | 616 | 74 | 690 |
| 1898 | 1,215 | 297 | 1,512 | 6 | 2 | 8 | ... | ... | ... | 996 | 72 | 1,068 | 74 | 1 | 75 | 644 | 108 | 752 |
| 1899 | 1,388 | 238 | 1,626 | 8 | 2 | 10 | 1 | ... | 1 | 863 | 206 | 1,069 | 206 | 8 | 214 | 969 | 135 | 1,104 |
| 1900 | 2,868 | 684 | 3,552 | 5 | 2 | 7 | 1 | ... | 1 | 1,070 | 473 | 1,543 | 260 | 64 | 324 | 1,204 | 185 | 1,389 |
| 1901 | 1,903 | 738 | 2,641 | 6 | 2 | 8 | ... | ... | ... | 3,260 | 553 | 3,813 | ... | ... | * | 2,532 | 517 | 3,049 |
| **TOTAL COACHING VEHICLE MILEAGE ON HOME LINE.** | | | | | | | | | | | | | | | | | | |
| 1897 | 100,734 | | | 14,934 | | | 4,192 | | | 14,071 | | | 9,734 | | | 19,732 | | |
| 1898 | 102,343 | | | 15,286 | | | 3,501 | | | 14,805 | | | 8,301 | | | 22,201 | | |
| 1899 | 104,115 | | | 15,627 | | | 3,731 | | | 16,752 | | | 12,451 | | | 24,159 | | |
| 1900 | 108,812 | | | 16,314 | | | 3,512 | | | 20,339 | | | 14,347 | | | 28,249 | | |
| 1901 | 115,135 | | | 17,118 | | | 3,493 | | | 36,147 | | | * | | | 32,381 | | |
| **HOME VEHICLE MILEAGE ON FOREIGN LINES.** | | | | | | | | | | | | | | | | | | |
| 1897 | 3,001 | | | 8 | | | ... | | | 392 | | | 19 | | | 882 | | |
| 1898 | 3,124 | | | 11 | | | ... | | | 483 | | | 13 | | | 709 | | |
| 1899 | 3,384 | | | 11 | | | ... | | | 1,056 | | | 2 | | | 1,038 | | |
| 1900 | 3,449 | | | 11 | | | ... | | | 1,000 | | | 353 | | | 1,868 | | |
| 1901 | 3,954 | | | 12 | | | ... | | | 2,734 | | | * | | | 3,109 | | |
| **GOODS.** | | | | | | | | | | | | | | | | | | |
| **HOME VEHICLE MILEAGE ON HOME LINE.** | | | | | | | | | | | | | | | | | | |
| 1897 | 153,790 | 51,651 | 205,441 | 18,874 | 8,625 | 27,490 | 1,850 | 1,063 | 2,913 | 12,529 | 7,140 | 19,669 | 5,999 | 2,861 | 8,860 | 18,051 | 4,904 | 22,955 |
| 1898 | 154,782 | 51,652 | 206,434 | 18,536 | 7,291 | 25,827 | 1,052 | 794 | 1,846 | 14,132 | 7,304 | 21,436 | 5,569 | 2,366 | 7,935 | 22,483 | 8,443 | 30,926 |
| 1899 | 160,487 | 63,232 | 223,719 | 19,705 | 8,417 | 28,122 | 1,491 | 1,177 | 2,668 | 19,310 | 10,011 | 29,321 | 8,482 | 3,694 | 12,176 | 25,535 | 9,230 | 34,765 |
| 1900 | 160,359 | 73,571 | 233,930 | 21,345 | 10,032 | 31,377 | 2,484 | 1,738 | 4,222 | 27,069 | 16,441 | 43,510 | 13,013 | 7,436 | 20,449 | 24,832 | 7,760 | 32,592 |
| 1901 | 161,132 | 72,467 | 233,599 | 18,578 | 6,966 | 25,544 | 2,073 | 1,282 | 3,355 | 30,458 | 12,111 | 42,569 | ... | ... | * | 29,235 | 8,409 | 37,644 |
| **FOREIGN VEHICLE MILEAGE ON HOME LINE.** | | | | | | | | | | | | | | | | | | |
| 1897 | 15,920 | 14,274 | 30,194 | 1,571 | 1,571 | 3,142 | 388 | 388 | 776 | 3,599 | 3,416 | 7,015 | 132 | 124 | 256 | 4,290 | 3,764 | 8,054 |
| 1898 | 21,336 | 17,110 | 38,446 | 1,093 | 1,093 | 2,186 | 326 | 216 | 542 | 2,660 | 1,886 | 4,546 | 322 | 241 | 563 | 2,381 | 1,727 | 4,108 |
| 1899 | 20,668 | 17,685 | 38,353 | 835 | 835 | 1,670 | 208 | 146 | 354 | 6,454 | 4,453 | 10,907 | 1,672 | 1,543 | 3,215 | 3,690 | 2,922 | 6,612 |
| 1900 | 28,052 | 20,608 | 48,660 | 898 | 898 | 1,796 | 153 | 148 | 301 | 11,499 | 9,312 | 20,811 | 2,682 | 2,213 | 4,895 | 4,348 | 2,671 | 7,019 |
| 1901 | 35,059 | 19,786 | 54,845 | 918 | 918 | 1,836 | 242 | 188 | 430 | 4,127 | 2,783 | 6,910 | ... | ... | * | 6,770 | 3,807 | 10,577 |
| **TOTAL GOODS VEHICLE MILEAGE ON HOME LINE.** | | | | | | | | | | | | | | | | | | |
| 1897 | 235,635 | | | 30,641 | | | 3,689 | | | 26,684 | | | 9,116 | | | 31,009 | | |
| 1898 | 244,880 | | | 28,013 | | | 2,388 | | | 25,982 | | | 8,498 | | | 35,034 | | |
| 1899 | 262,072 | | | 29,792 | | | 3,022 | | | 40,228 | | | 15,391 | | | 41,377 | | |
| 1900 | 282,590 | | | 33,173 | | | 4,523 | | | 64,321 | | | 25,344 | | | 39,611 | | |
| 1901 | 288,444 | | | 27,380 * | | | 3,785 | | | 49,479 | | | * | | | 48,221 | | |
| **HOME VEHICLE MILEAGE ON FOREIGN LINES.** | | | | | | | | | | | | | | | | | | |
| 1897 | 23,245 | | | 798 | | | 209 | | | 24,222 | | | 940 | | | 16,078 | | |
| 1898 | 21,248 | | | 1,456 | | | 148 | | | 28,503 | | | 896 | | | 30,987 | | |
| 1899 | 34,103 | | | 1,609 | | | 120 | | | 18,936 | | | 3,868 | | | 29,581 | | |
| 1900 | 43,294 | | | 1,676 | | | 601 | | | 20,651 | | | 8,546 | | | 26,501 | | |
| 1901 | 25,726 | | | 1,727 | | | 534 | | | 25,534 | | | * | | | 35,804 | | |

* Transferred partly to the Bengal-Nágpur railway and partly to the Madras railway from the 1st January 1901.

**DIX 21.**

**Appendix 21.**
Vehicle mileage.

**thousands** *of miles of each railway (by systems).*

37 of Report.)

| 5′ 6″ | | | | | | | | | | | | | | | | | | GAUGE. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7 | | | 8 (*a*) to (*c*) | | | 8 (*d*) to (*g*) | | | 9 (*a*) to (*f*) | | | 10 | | | 11 | | | CLASS: No.- |
| NORTH WESTERN STATE. | | | GREAT INDIAN PENINSULA.* | | | INDIAN MIDLAND. | | | BOMBAY, BARODA AND CENTRAL INDIA. | | | NIZAM'S GUARANTEED STATE. | | | MADRAS. | | | RAILWAY. |
| Loaded. | Empty. | Total. | Loaded. | Empty. | Total. | Loaded. | Empty. | Total. | Loaded | Empty | Total. | Loaded. | Empty. | Total. | Loaded. | Empty. | Total. | Calendar. year. |
| **COACHING.** | | | | | | | | | | | | | | | | | | |
| **HOME VEHICLE MILEAGE ON HOME LINE.** | | | | | | | | | | | | | | | | | | |
| 55,132 | 15,271 | 70,403 | 52,903 | ... | 52,903 | 12,116 | ... | 12,116 | 19,965 | 2,074 | 22,039 | 4,538 | 142 | 4,680 | 17,190 | 6,630 | 23,820 | 1897 |
| 60,565 | 17,169 | 77,734 | 50,890 | ... | 50,890 | 12,569 | ... | 12,669 | 16,881 | 1,686 | 18,567 | 4,668 | 95 | 4,763 | 16,387 | 5,811 | 22,198 | 1898 |
| 63,095 | 17,197 | 80,292 | 49,485 | ... | 49,485 | 14,624 | ... | 14,624 | 20,728 | 2,044 | 22,772 | 4,509 | 79 | 4,588 | 14,867 | 6,521 | 21,388 | 1899 |
| 64,477 | 16,731 | 81,208 | 53,476 | ... | 53,476 | 15,103 | ... | 15,103 | 23,583 | 2,073 | 25,656 | 6,954 | 107 | 7,061 | 16,175 | 6,850 | 23,025 | 1900 |
| 70,528 | 18,899 | 89,427 | 71,487 | ... | 71,487 | ... | ... | † | 24,874 | 3,126 | 28,000 | 12,519 | 167 | 12,686 | 23,390 | 9,453 | 32,843 | 1901 |
| **FOREIGN VEHICLE MILEAGE ON HOME LINE.** | | | | | | | | | | | | | | | | | | |
| 1,244 | 324 | 1,568 | 2,387 | 257 | 2,644 | 1,185 | 535 | 1,720 | 39 | 12 | 51 | 142 | 64 | 206 | 653 | 26 | 679 | 1897 |
| 771 | 131 | 902 | 3,190 | 135 | 3,325 | 933 | 446 | 1,379 | 39 | 14 | 53 | 116 | 56 | 172 | 457 | 565 | 1,022 | 1898 |
| 711 | 146 | 857 | 3,916 | 223 | 4,139 | 1,084 | 443 | 1,527 | 63 | 21 | 84 | 128 | 70 | 198 | 486 | 69 | 555 | 1899 |
| 864 | 192 | 1,056 | 3,256 | 230 | 3,486 | 1,272 | 511 | 1,783 | 45 | 13 | 58 | 119 | 55 | 174 | 184 | 54 | 238 | 1900 |
| 1,807 | 495 | 2,302 | 5,622 | 163 | 5,785 | ... | ... | † | 38 | 8 | 46 | 131 | 55 | 186 | 2,176 | 69 | 2,245 | 1901 |
| **TOTAL COACHING VEHICLE MILEAGE ON HOME LINE.** | | | | | | | | | | | | | | | | | | |
| 74,971 | | | 55,547 | | | 13,836 | | | 22,090 | | | 4,886 | | | 24,499 | | | 1897 |
| 78,636 | | | 54,215 | | | 14,048 | | | 18,620 | | | 4,935 | | | 23,220 | | | 1898 |
| 81,149 | | | 53,624 | | | 16,151 | | | 22,856 | | | 4,786 | | | 23,633 | | | 1899 |
| 82,264 | | | 56,962 | | | 16,886 | | | 25,714 | | | 7,235 | | | 23,263 | | | 1900 |
| 91,729 | | | 77,272 | | | † | | | 28,046 | | | 12,872 | | | 35,088 | | | 1901 |
| **HOME VEHICLE MILEAGE ON FOREIGN LINES.** | | | | | | | | | | | | | | | | | | |
| 1,344 | | | 4,015 | | | 1,403 | | | 23 | | | 311 | | | 1,371 | | | 1897 |
| 1,692 | | | 3,422 | | | 1,032 | | | 29 | | | 262 | | | 1,336 | | | 1898 |
| 1,698 | | | 3,521 | | | 1,218 | | | 64 | | | 236 | | | 1,621 | | | 1899 |
| 2,050 | | | 4,906 | | | 932 | | | 74 | | | 283 | | | 1,317 | | | 1900 |
| 1,824 | | | 4,926 | | | † | | | 64 | | | 253 | | | 3,343 | | | 1901 |
| **GOODS.** | | | | | | | | | | | | | | | | | | |
| **HOME VEHICLE MILEAGE ON HOME LINE.** | | | | | | | | | | | | | | | | | | |
| 87,931 | 28,893 | 116,824 | 58,749 | 26,846 | 85,595 | 10,691 | 5,096 | 15,787 | 31,962 | 12,159 | 44,121 | 6,818 | 3,643 | 10,461 | 24,789 | 6,412 | 21,201 | 1897 |
| 114,450 | 48,680 | 163,130 | 62,797 | 28,208 | 91,005 | 11,861 | 5,812 | 17,673 | 39,750 | 15,217 | 54,967 | 6,681 | 3,075 | 9,756 | 23,832 | 7,011 | 30,843 | 1898 |
| 108,353 | 41,459 | 149,812 | 67,295 | 26,450 | 93,745 | 13,901 | 7,906 | 21,807 | 43,228 | 16,897 | 60,125 | 7,021 | 3,177 | 10,198 | 24,735 | 7,652 | 32,387 | 1899 |
| 87,822 | 23,754 | 111,576 | 69,382 | 28,244 | 97,626 | 18,766 | 12,027 | 30,793 | 45,290 | 25,126 | 70,416 | 12,467 | 6,319 | 18,786 | 23,490 | 6,973 | 30,463 | 1900 |
| 125,118 | 45,335 | 170,453 | 113,483 | 47,903 | 161,386 | ... | ... | † | 35,554 | 10,828 | 46,382 | 11,417 | 5,922 | 17,339 | 35,530 | 11,658 | 47,188 | 1901 |
| **FOREIGN VEHICLE MILEAGE ON HOME LINE.** | | | | | | | | | | | | | | | | | | |
| 3,286 | 2,867 | 6,153 | 13,658 | 12,054 | 25,712 | 5,046 | 4,842 | 9,888 | 1,380 | 240 | 1,629 | 4,192 | 3,542 | 7,734 | 684 | 644 | 1,328 | 1897 |
| 3,066 | 2,766 | 5,832 | 22,338 | 19,926 | 42,264 | 5,700 | 5,577 | 11,277 | 1,186 | 460 | 1,646 | 5,347 | 4,269 | 9,616 | 879 | 854 | 1,733 | 1898 |
| 2,934 | 2,745 | 5,679 | 22,086 | 19,097 | 41,183 | 7,126 | 6,154 | 13,280 | 2,671 | 1,124 | 3,795 | 5,343 | 4,123 | 9,466 | 1,161 | 1,153 | 2,314 | 1899 |
| 2,778 | 2,580 | 5,358 | 23,434 | 21,070 | 44,504 | 11,098 | 7,382 | 18,480 | 3,774 | 2,829 | 6,603 | 7,396 | 6,315 | 13,711 | 2,075 | 2,060 | 4,135 | 1900 |
| 2,853 | 2,503 | 5,356 | 24,449 | 19,796 | 44,245 | ... | ... | † | 668 | 603 | 1,271 | 4,810 | 3,163 | 7,973 | 7,013 | 6,871 | 13,884 | 1901 |
| **TOTAL GOODS VEHICLE MILEAGE ON HOME LINE.** | | | | | | | | | | | | | | | | | | |
| 122,977 | | | 111,307 | | | 25,675 | | | 45,750 | | | 18,195 | | | 22,529 | | | 1897 |
| 168,962 | | | 133,269 | | | 28,950 | | | 56,613 | | | 19,372 | | | 32,576 | | | 1898 |
| 155,498 | | | 134,928 | | | 35,087 | | | 63,920 | | | 19,664 | | | 34,701 | | | 1899 |
| 116,934 | | | 122,130 | | | 49,273 | | | 77,019 | | | 32,497 | | | 34,598 | | | 1900 |
| 175,809 | | | 205,561 | | | † | | | 47,653 | | | 25,312 | | | 61,072 | | | 1901 |
| **HOME VEHICLE MILEAGE ON FOREIGN LINES.** | | | | | | | | | | | | | | | | | | |
| 11,335 | | | 13,095 | | | 7,344 | | | 3,137 | | | 5,303 | | | 3,276 | | | 1897 |
| 9,419 | | | 15,491 | | | 9,622 | | | 2,919 | | | 5,337 | | | 999 | | | 1898 |
| 12,556 | | | 16,485 | | | 12,668 | | | 3,215 | | | 6,476 | | | 3,150 | | | 1899 |
| 7,575 | | | 19,394 | | | 11,489 | | | 3,089 | | | 7,383 | | | 2,717 | | | 1900 |
| 14,606 | | | 16,357 | | | † | | | 5,230 | | | 9,305 | | | 5,131 | | | 1901 |

* Including the Indian Midland railway system for 1901 only.
† Included with the Great Indian Peninsula railway system.

*P. T. O.*

## Appendix 21.
Vehicle mileage.

## APPEN

*Loaded and Empty Vehicle Mileage in*

(Referred to in paragraph

| GAUGE. | 3′ 3⅜″ | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CLASS: No. | 2 (*b*) to (*d*) | | | 14 | | | 16 | | | 17 | | | 10 (*g*) to (*j*). | | | 18 | | |
| RAILWAY. | EASTERN BENGAL STATE. | | | ASSAM-BENGAL. | | | BENGAL AND NORTH-WESTERN. | | | ROHILKUND AND KUMAON. | | | RAJPUTANA-MALWA. | | | JODHPUR-BIKANER | | |
| Calendar year. | Loaded. | Empty. | Total. | Loaded. | Empty. | Total. | Loaded. | Empty. | Total | Loaded. | Empty. | Total. | Loaded. | Empty. | Total. | Loaded. | Empty. | Total. |
| **COACHING.** | | | | | | | | | | | | | | | | | | |
| HOME VEHICLE MILEAGE ON HOME LINE. | | | | | | | | | | | | | | | | | | |
| 1897 . | 13,563 | 1,490 | 15,053 | 3,231 | 587 | 3,818 | 18,113 | 153 | 18,266 | 4,111 | 373 | 4,484 | 47,544 | 248 | 47,792 | 3,129 | 13 | 3,142 |
| 1898 . | 15,306 | 1,628 | 16,934 | 4,129 | 664 | 4,793 | 21,951 | 128 | 22,079 | 4,215 | 341 | 4,556 | 46,607 | 264 | 46,871 | 3,294 | 17 | 3,311 |
| 1899 . | 15,431 | 1,591 | 17,022 | 4,021 | 710 | 5,631 | 23,930 | 143 | 24,073 | 4,443 | 332 | 4,775 | 48,773 | 195 | 48,968 | 3,548 | 17 | 3,565 |
| 1900 . | 16,341 | 1,672 | 18,013 | 4,997 | 806 | 5,803 | 27,788 | 106 | 27,894 | 4,289 | 358 | 4,647 | 49,042 | 142 | 49,184 | 3,664 | 12 | 3,676 |
| 1901 . | 16,318 | 2,562 | 18,880 | 6,710 | 548 | 7,258 | 32,788 | 2,256 | 35,044 | 4,312 | 1,003 | 5,345 | 55,884 | 187 | 56,071 | 6,384 | 35 | 6,419 |
| FOREIGN VEHICLE MILEAGE ON HOME LINE. | | | | | | | | | | | | | | | | | | |
| 1897 . | ... | ... | ... | .. | ... | ... | ... | ... | ... | 4 | ... | 4 | 36 | 13 | 49 | 276 | 22 | 298 |
| 1898 . | ... | ... | ... | ... | ... | ... | 5 | ... | 5 | 20 | ... | 20 | 59 | 18 | 77 | 255 | 25 | 280 |
| 1899 . | ... | ... | ... | ... | ... | ... | ... | ... | ... | 22 | ... | 22 | 623 | 25 | 648 | 285 | 21 | 306 |
| 1900 . | ... | ... | ... | ... | ... | ... | 9 | 7 | 16 | 38 | 1 | 39 | 1,072 | 31 | 1,103 | 210 | 18 | 228 |
| 1901 . | ... | ... | ... | ... | ... | ... | 8 | 6 | 14 | 42 | 2 | 44 | 84 | 26 | 110 | 296 | 28 | 324 |
| TOTAL COACHING VEHICLE MILEAGE ON HOME LINE. | | | | | | | | | | | | | | | | | | |
| 1897 . | 15,053 | | | 3,818 | | | 18,266 | | | 4,488 | | | 47,841 | | | 3,440 | | |
| 1898 . | 16,934 | | | 4,793 | | | 22,084 | | | 4,576 | | | 46,948 | | | 3,591 | | |
| 1899 . | 17,022 | | | 5,631 | | | 24,073 | | | 4,797 | | | 49,616 | | | 3,871 | | |
| 1900 . | 18,013 | | | 5,803 | | | 27,910 | | | 4,686 | | | 50,287 | | | 3,904 | | |
| 1901 . | 18,880 | | | 7,258 | | | 35,058 | | | 5,389 | | | 56,181 | | | 6,743 | | |
| HOME VEHICLE MILEAGE ON FOREIGN LINES. | | | | | | | | | | | | | | | | | | |
| 1897 . | ... | | | ... | | | ... | | | 3 | | | 122 | | | 224 | | |
| 1898 . | ... | | | ... | | | 950 | | | 9 | | | 144 | | | 242 | | |
| 1899 . | 347 | | | ... | | | 14 | | | 8 | | | 184 | | | 228 | | |
| 1900 . | 354 | | | ... | | | 25 | | | 4 | | | 105 | | | 214 | | |
| 1901 . | 417 | | | ... | | | 30 | | | 7 | | | 197 | | | 250 | | |
| **GOODS.** | | | | | | | | | | | | | | | | | | |
| HOME VEHICLE MILEAGE ON HOME LINE. | | | | | | | | | | | | | | | | | | |
| 1897 . | 19,104 | 6,465 | 25,569 | 3,325 | 2,021 | 5,346 | 23,403 | 12,401 | 35,804 | 4,004 | 2,337 | 6,341 | 68,317 | 16,524 | 84,841 | 2,016 | 1,068 | 3,084 |
| 1898 . | 20,777 | 6,721 | 27,498 | 4,594 | 3,072 | 7,666 | 21,009 | 10,899 | 31,908 | 4,316 | 2,972 | 7,288 | 84,043 | 25,598 | 109,641 | 1,568 | 616 | 2,184 |
| 1899 . | 23,274 | 7,059 | 30,333 | 9,861 | 3,594 | 13,455 | 25,340 | 14,411 | 39,751 | 4,753 | 3,221 | 7,974 | 100,705 | 28,526 | 129,231 | 1,796 | 691 | 2,487 |
| 1900 . | 22,309 | 7,390 | 29,699 | 6,927 | 3,514 | 10,441 | 26,221 | 16,159 | 42,380 | 4,429 | 2,840 | 7,269 | 118,445 | 45,138 | 163,583 | 2,356 | 1,242 | 3,598 |
| 1901 . | 21,776 | 5,161 | 26,937 | 5,317 | 2,723 | 8,040 | 30,903 | 14,475 | 45,378 | 4,585 | 2,356 | 6,941 | 103,459 | 38,546 | 142,005 | 3,636 | 1,924 | 5,560 |
| FOREIGN VEHICLE MILEAGE ON HOME LINE. | | | | | | | | | | | | | | | | | | |
| 1897 . | ... | ... | ... | ... | ... | ... | ... | ... | ... | 65 | 44 | 109 | 740 | 300 | 1,040 | 1,155 | 851 | 2,006 |
| 1898 . | ... | ... | ... | ... | ... | ... | 159 | 131 | 290 | 250 | 207 | 457 | 1,796 | 962 | 2,758 | 1,832 | 1,473 | 3,305 |
| 1899 . | ... | ... | ... | ... | ... | ... | 378 | 271 | 649 | 376 | 281 | 657 | 6,804 | 4,101 | 10,905 | 4,265 | 2,879 | 7,144 |
| 1900 . | ... | ... | ... | ... | ... | ... | 450 | 225 | 675 | 367 | 177 | 544 | 6,333 | 4,884 | 11,217 | 3,377 | 2,261 | 5,638 |
| 1901 . | 422 | 421 | 843 | ... | ... | ... | 613 | 506 | 1,119 | 316 | 164 | 480 | 3,863 | 1,750 | 5,613 | 2,316 | 1,207 | 3,523 |
| TOTAL GOODS VEHICLE MILEAGE ON HOME LINE. | | | | | | | | | | | | | | | | | | |
| 1897 . | 25,569 | | | 5,346 | | | 35,804 | | | 6,450 | | | 85,881 | | | 5,090 | | |
| 1898 . | 27,498 | | | 7,666 | | | 32,198 | | | 7,745 | | | 112,399 | | | 5,489 | | |
| 1899 . | 30,333 | | | 13,445 | | | 40,400 | | | 8,631 | | | 140,136 | | | 9,631 | | |
| 1900 . | 29,699 | | | 10,441 | | | 43,055 | | | 7,813 | | | 174,800 | | | 9,236 | | |
| 1901 . | 27,780 | | | 8,040 | | | 46,497 | | | 7,421 | | | 147,618 | | | 9,083 | | |
| HOME VEHICLE MILEAGE ON FOREIGN LINES. | | | | | | | | | | | | | | | | | | |
| 1897 . | ... | | | ... | | | ... | | | 157 | | | 2,198 | | | 927 | | |
| 1898 . | ... | | | ... | | | 2,422 | | | 1,079 | | | 3,688 | | | 892 | | |
| 1899 . | 221 | | | ... | | | 7,479 | | | 2,961 | | | 6,801 | | | 994 | | |
| 1900 . | 366 | | | ... | | | 7,584 | | | 2,835 | | | 6,125 | | | 978 | | |
| 1901 . | 364 | | | ... | | | 3,876 | | | 2,171 | | | 4,768 | | | 1,525 | | |

**DIX 21—*concluded.***



**thousands *of miles of each railway (by systems).***

37 of Report).

| 3' 3⅜" | | | | | | | | | | | | | | | | | GAUGE. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 | | | 20 | | | 21 | | | 23 | | | 24 | | | 23 | | | CLASS : No. |
| UDAIPUR-CHITOR | | | BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR. | | | SOUTHERN-MAHRATTA. | | | SOUTH INDIAN. | | | BURMA. | | | WEST OF INDIA PORTUGUESE. | | | RAILWAY. |
| Loaded | Empty. | Total. | Loaded. | Empty. | Total. | Loaded. | Empty. | Total. | Loaded. | Empty. | Total. | Loaded | Empty. | Total. | Loaded. | Empty. | Total | Calendar year. |
| **COACHING.** | | | | | | | | | | | | | | | | | | |
| **HOME VEHICLE MILEAGE ON HOME LINE.** | | | | | | | | | | | | | | | | | | |
| ... | ... | ...* | 5,050 | 938 | 5,988 | 22,219 | 2,935 | 25,154 | 38,387 | 62 | 38,449 | 24,927 | 4,528 | 29,455 | Information not available | | | 1897 |
| 603 | 1 | 604 | 5,415 | 936 | 6,351 | 14,771 | 1,706 | 16,477 | 36,553 | 58 | 36,611 | 28,178 | 4,457 | 32,635 | | | | 1898 |
| 643 | 2 | 645 | 5,888 | 914 | 6,802 | 14,013 | 1,799 | 15,812 | 32,874 | 38 | 32,912 | 27,756 | 4,687 | 32,443 | | | | 1899 |
| 675 | 1 | 676 | 6,043 | 911 | 6,954 | 19,701 | 2,428 | 22,129 | 34,414 | 47 | 34,461 | 28,592 | 4,542 | 33,134 | | | | 1900 |
| 662 | 19 | 681 | 5,908 | 940 | 6,848 | 21,617 | 4,634 | 26,251 | 34,950 | 39 | 34,989 | 28,627 | 7,978 | 36,605 | 522 | ... | 522 | 1901 |
| **FOREIGN VEHICLE MILEAGE ON HOME LINE.** | | | | | | | | | | | | | | | | | | |
| ... | ... | ...* | 9 | 5 | 14 | 84 | 26 | 110 | 3 | 3 | 6 | ... | ... | ... | Information not available. | | | 1897 |
| 16 | 2 | 18 | 27 | ... | 27 | 74 | 25 | 99 | 1 | 1 | 2 | ... | ... | ... | | | | 1898 |
| 19 | 2 | 21 | 29 | ... | 29 | 74 | 23 | 97 | 3 | 1 | 4 | ... | ... | ... | | | | 1899 |
| 13 | 2 | 15 | 44 | ... | 44 | 73 | 24 | 97 | 4 | 3 | 7 | ... | ... | ... | | | | 1900 |
| 9 | 8 | 17 | ... | ... | ... | 57 | 24 | 81 | 2 | 2 | 4 | ... | ... | ... | 511 | ... | 511 | 1901 |
| **TOTAL COACHING VEHICLE MILEAGE ON HOME LINE.** | | | | | | | | | | | | | | | | | | |
| ...* | | | 6,002 | | | 25,264 | | | 38,455 | | | 29,455 | | | Information not available. | | | 1897 |
| 622 | | | 6,378 | | | 16,576 | | | 36,613 | | | 32,635 | | | | | | 1898 |
| 666 | | | 6,831 | | | 15,909 | | | 32,916 | | | 32,443 | | | | | | 1899 |
| 691 | | | 6,998 | | | 22,226 | | | 34,468 | | | 33,134 | | | | | | 1900 |
| 698 | | | 6,848 | | | 26,332 | | | 34,993 | | | 36,605 | | | 1,033 | | | 1901 |
| **HOME VEHICLE MILEAGE ON FOREIGN LINES.** | | | | | | | | | | | | | | | | | | |
| ...* | | | ... | | | 24 | | | 2 | | | ... | | | Information not available. | | | 1897 |
| 29 | | | ... | | | 43 | | | 8 | | | ... | | | | | | 1898 |
| 34 | | | ... | | | 73 | | | 2 | | | ... | | | | | | 1899 |
| 25 | | | ... | | | 74 | | | 4 | | | ... | | | | | | 1900 |
| 26 | | | ... | | | 74 | | | 1 | | | ... | | | | | | 1901 |
| **GOODS.** | | | | | | | | | | | | | | | | | | |
| **HOME VEHICLE MILEAGE ON HOME LINE.** | | | | | | | | | | | | | | | | | | |
| ... | ... | ...* | 4,849 | 2,333 | 7,182 | 41,328 | 19,025 | 60,354 | 23,667 | 8,057 | 31,724 | 29,332 | 16,105 | 45,437 | Information not available | | | 1897 |
| 96 | 45 | 141 | 4,744 | 1,899 | 6,643 | 31,181 | 9,967 | 41,148 | 22,402 | 6,885 | 29,287 | 31,609 | 13,727 | 45,336 | | | | 1898 |
| 112 | 45 | 157 | 4,908 | 2,326 | 7,234 | 34,065 | 15,243 | 49,308 | 23,284 | 7,289 | 30,573 | 31,612 | 13,015 | 44,627 | | | | 1899 |
| 127 | 50 | 177 | 5,597 | 3,653 | 9,250 | 36,924 | 17,758 | 54,682 | 21,552 | 6,230 | 27,782 | 37,037 | 15,115 | 52,152 | | | | 1900 |
| 115 | 39 | 154 | 3,890 | 1,484 | 5,374 | 30,843 | 9,748 | 40,591 | 23,418 | 7,284 | 30,702 | 38,644 | 14,502 | 53,146 | 168 | 49 | 217 | 1901 |
| **FOREIGN VEHICLE MILEAGE ON HOME LINE.** | | | | | | | | | | | | | | | | | | |
| ... | ... | ...* | 37 | 36 | 73 | 512 | 448 | 960 | 138 | 127 | 265 | ... | ... | ... | Information not available | | | 1897 |
| 83 | 53 | 136 | 40 | 43 | 83 | 645 | 515 | 1,160 | 290 | 274 | 564 | ... | ... | ... | | | | 1898 |
| 233 | 216 | 449 | 47 | 54 | 101 | 532 | 267 | 799 | 1,097 | 1,007 | 2,104 | ... | ... | ... | | | | 1899 |
| 495 | 469 | 964 | 44 | 46 | 90 | 492 | 277 | 769 | 40 | 38 | 78 | ... | ... | ... | | | | 1900 |
| 228 | 222 | 450 | 44 | 47 | 91 | 430 | 267 | 697 | 85 | 81 | 166 | ... | ... | ... | 474 | 87 | 561 | 1901 |
| **TOTAL GOODS VEHICLE MILEAGE ON HOME LINE.** | | | | | | | | | | | | | | | | | | |
| ...* | | | 7,255 | | | 61,314 | | | 31,989 | | | 45,437 | | | Information not available. | | | 1897 |
| 277 | | | 6,726 | | | 42,308 | | | 29,851 | | | 45,336 | | | | | | 1898 |
| 606 | | | 7,335 | | | 50,107 | | | 32,677 | | | 44,627 | | | | | | 1899 |
| 1,141 | | | 9,340 | | | 55,451 | | | 27,860 | | | 52,152 | | | | | | 1900 |
| 604 | | | 5,465 | | | 41,288 | | | 30,868 | | | 53,146 | | | 778 | | | 1901 |
| **HOME VEHICLE MILEAGE ON FOREIGN LINES.** | | | | | | | | | | | | | | | | | | |
| ...* | | | 4 | | | 458 | | | 352 | | | ... | | | Information not available. | | | 1897 |
| 85 | | | 2 | | | 896 | | | 559 | | | ... | | | | | | 1898 |
| 116 | | | 3 | | | 3,443 | | | 462 | | | ... | | | | | | 1899 |
| 105 | | | ... | | | 473 | | | 300 | | | ... | | | | | | 1900 |
| 101 | | | ... | | | 762 | | | 235 | | | ... | | | | | | 1901 |

* Figures for 1897 are included with the Rajputana-Malwa railway.

## Appendix 22.
Mileage earnings.

## APPEN

*Gross and net earnings in rupees per mile*

(Referred to in

*N.B.*—A reference to Appendix 2 will furnish the

| Gauge. | 5′ 6″ | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Class No. | 1 | 2 | | 3 | 4 | | | 5 | 6 | 7 | | 8 | | 9 | | 10 | | 11 | | 12 |
| Railway. | | E. B. system. | | | B. N. system. | | | | | N. W. system. | | G. I. P. system. | | B., B. & C. I. system. | | N. G. S. System. | | M. system. | | |
| Calendar year. | E. I. | 5′ 6″ gauge. | Other gauges. | B. C. | B. N. (a) | R D. (b) | E. C. | C. P. T. | O. & R. | Coml. Sec. | Mily. Sec. | G. I. P. (a) to (c). | I. M (d) to (h). | B., B & C. I. (a. to (f) | R M (g) to (i). | N. G. S. (a)(b). | H. G. V. (c). | M. (a)(c) | N. (d). | B. D. |
| **Coaching traffic.** | | | | | | | | | | | | | | | | | | | | |
| 1897 | 9,554 | 11,019 | 3,702 | 5,376 | 1,619 | ... | 2,690 | ... | 4,191 | 5,402 | 1,553 | 5,223 | 2,533 | 7,626 | 3,340 | 2,485 | ... | 5,401 | ... | 1,267 |
| 1898 | 9,911 | 10,963 | 3,817 | 5,445 | 1,473 | ... | 2,574 | ... | 4,108 | 4,468 | 1,356 | 4,728 | 2,496 | 6,317 | 3,335 | 2,379 | ... | 4,780 | ... | 1,365 |
| 1899 | 9,995 | 11,338 | 3,619 | 4,993 | 1,870 | ... | 2,710 | ... | 4,132 | 4,512 | 1,296 | 5,506 | 2,379 | 7,264 | 3,477 | 2,496 | 394 | 4,221 | 5,258 | 1,482 |
| 1900 | 10,227 | 11,495 | 3,979 | 5,523 | 2,846 | ... | 3,294 | ... | 4,413 | 4,683 | 1,352 | 5,807 | 2,120 | 7,159 | 3,369 | 2,608 | 1,187 | 4,884 | 6,751 | 1,110 |
| 1901 | 11,004 | 11,952 | 3,995 | 5,490 | 3,771 | 529 | † | ... | 5,059 | 4,979 | 1,495 | 4,821 | | 7,307 | 4,103 | 2,635 | 2,011 | 4,547 | 7,743 | 882 |
| **Goods traffic.** | | | | | | | | | | | | | | | | | | | | |
| 1897 | 21,492 | 22,647 | 5,432 | 3,089 | 4,781 | ... | 2,126 | 41,242 | 4,859 | 8,602 | 2,074 | 13,608 | 4,143 | 16,425 | 6,666 | 7,681 | ... | 8,005 | ... | 6,227 |
| 1898 | 21,597 | 21,032 | 5,508 | 2,031 | 5,194 | ... | 2,154 | 42,812 | 4,974 | 9,687 | 1,821 | 18,414 | 4,295 | 19,444 | 8,010 | 8,867 | ... | 7,756 | ... | 5,386 |
| 1899 | 22,699 | 20,621 | 5,812 | 2,436 | 5,529 | ... | 2,611 | 44,924 | 5,619 | 8,936 | 1,546 | 18,250 | 4,674 | 18,636 | 9,776 | 9,647 | 2,097 | 8,063 | 3,816 | 5,569 |
| 1900 | 22,462 | 22,445 | 6,115 | 3,788 | 7,609 | ... | 4,346 | 51,369 | 5,116 | 6,917 | 1,707 | 16,666 | 6,711 | 17,003 | 11,529 | 12,000 | 2,324 | 8,108 | 3,633 | 4,101 |
| 1901 | 23,381 | 21,292 | 5,782 | 3,261 | 4,214 | 716 | † | 48,162 | 5,846 | 10,266 | 2,017 | 14,126 | | 14,201 | 10,734 | 9,268 | 2,792 | 7,170 | 6,489 | 3,146 |
| **Gross earnings per mile worked.*** | | | | | | | | | | | | | | | | | | | | |
| 1897 | 31,500 | 35,277 | 9,236 | 9,105 | 7,190 | ... | 5,225 | 46,135 | 9,698 | 14,437 | 3,726 | 19,066 | 6,824 | 24,685 | 10,237 | 10,649 | ... | 13,686 | ... | 7,518 |
| 1898 | 31,942 | 33,553 | 9,445 | 8,205 | 7,436 | ... | 4,941 | 50,206 | 9,901 | 14,459 | 3,261 | 23,387 | 6,947 | 26,692 | 11,544 | 11,493 | ... | 12,789 | ... | 7,020 |
| 1899 | 33,127 | 33,774 | 9,562 | 8,206 | 7,883 | ... | 5,425 | 52,350 | 10,811 | 13,792 | 3,000 | 24,012 | 7,211 | 26,474 | 13,506 | 12,468 | 2,497 | 12,580 | 9,120 | 7,144 |
| 1900 | 33,265 | 35,849 | 10,218 | 9,601 | 10,776 | ... | 7,884 | 62,480 | 10,716 | 11,954 | 3,114 | 22,850 | 8,977 | 24,315 | 15,124 | 14,853 | 3,657 | 13,272 | 10,416 | 5,500 |
| 1901 | 34,672 | 35,234 | 9,901 | 10,118 | 8,382 | 1,286 | † | 70,699 | 11,881 | 15,589 | 3,566 | 19,154 | | 21,952 | 15,116 | 12,222 | 5,164 | 12,010 | 14,280 | 4,499 |
| **Net earnings per mile worked.*** | | | | | | | | | | | | | | | | | | | | |
| 1897 | 22,112 | 19,307 | 5,402 | 3,917 | 3,455 | ... | 1,698 | 17,434 | 4,210 | 7,229 | 224 | 6,566 | 3,004 | 11,219 | 5,326 | 5,626 | ... | 7,131 | ... | 4,239 |
| 1898 | 21,685 | 19,567 | 5,400 | 2,945 | 3,636 | ... | 1,221 | 17,536 | 5,334 | 7,734 | —56 | 9,463 | 3,103 | 14,452 | 6,544 | 6,682 | ... | 6,532 | ... | 3,327 |
| 1899 | 22,187 | 17,250 | 5,546 | 3,183 | 4,102 | ... | 1,907 | 22,562 | 5,898 | 7,160 | —723 | 10,613 | 3,136 | 14,004 | 7,721 | 7,571 | 1,453 | 5,989 | 2,182 | 3,925 |
| 1900 | 21,540 | 18,847 | 5,847 | 3,965 | 6,406 | ... | 2,352 | 20,316 | 5,206 | 5,684 | —237 | 10,632 | 4,722 | 11,368 | 8,308 | 8,686 | 1,447 | 6,365 | 5,955 | 2,739 |
| 1901 | 22,506 | 17,301 | 5,332 | 4,629 | 3,950 | 359 | † | 29,060 | 6,463 | 8,402 | —41 | 9,935 | | 12,207 | 8,164 | 7,908 | 2,372 | 5,921 | 8,159 | 2,265 |

* Includes all other earnings

†Transferred partly to the Bengal-Nágpur

*N.B.*—A reference to Appendix 2 will furnish the

# DIX 22.



*worked of each railway (by systems).*

paragraph 39 of Report).

key to the code letters used to express railway systems.

| 3′ 3⅜″ | | | | | | | | | | | | | 2′ 6″ | | | | | 2′ 0″ | | | | Gauge |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13 | 14 | 15 | 16 | 17 | | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | Class: No. |
| | | | | R. & K. System. | | | | | | | | | | | | | | | | | | Railway. |
| D. S. | A. B. | D. | B. & N. W. | R. & K. | P. L. | J. B. | U. C. | B. G. J. P. | S. M. | W. I. P. | S. I. | B. | M. R. W. | B. L. | B. P. | R. K. L. | T. B. | D. H. | H. A. | H. S. | J. | Calendar year. |
| **Coaching traffic.** | | | | | | | | | | | | | | | | | | | | | | |
| 1,548 | 1,792 | 5,424 | 2,865 | 1,942 | ... | 1,431 | 1,459 | 2,543 | 1,964 | 922 | 4,692 | 4,928 | 2,650 | 924 | ... | ... | ... | 5,623 | ... | ... | 391 | 1897 |
| 1,512 | 2,533 | 5,545 | 2,766 | 2,168 | ... | 1,341 | 1,501 | 2,100 | 1,379 | 841 | 4,128 | 4,683 | 2,481 | 869 | 2,169 | ... | 1,623 | 6,116 | 7,649 | 3,263 | 443 | 1898 |
| 1,633 | 2,244 | 6,014 | 2,510 | 2,219 | ... | 1,286 | 1,551 | 2,345 | 1,273 | 1,019 | 4,054 | 4,566 | 2,601 | 969 | 1,886 | 2,991 | 1,833 | 5,426 | 8,374 | 3,191 | 473 | 1899 |
| 1,782 | 2,245 | 6,456 | 2,755 | 2,283 | ... | 1,091 | 1,333 | 2,232 | 1,821 | 1,116 | 4,559 | 4,732 | 2,566 | 1,128 | 2,142 | 3,301 | 1,947 | 5,833 | 8,407 | 3,377 | 464 | 1900 |
| 1,558 | 2,232 | 9,045 | 3,188 | 2,795 | 953 | 1,269 | 1,533 | 2,369 | 1,939 | 1,128 | 4,927 | 4,669 | 2,673 | 1,301 | 2,288 | 3,322 | 1,574 | 6,706 | 8,338 | 3,684 | 518 | 1901 |
| **Goods traffic.** | | | | | | | | | | | | | | | | | | | | | | |
| 7,321 | 1,409 | 886 | 3,469 | 2,026 | ... | 1,886 | 564 | 2,314 | 3,960 | 1,594 | 3,629 | 4,711 | 1,379 | 3,961 | ... | ... | ... | 8,693 | ... | ... | 3,189 | 1897 |
| 7,617 | 1,840 | 1,136 | 3,656 | 2,618 | ... | 2,070 | 841 | 2,242 | 3,139 | 2,171 | 3,501 | 4,756 | 1,440 | 5,027 | 194 | ... | 2,444 | 8,473 | 187 | 173 | 3,144 | 1898 |
| 8,732 | 1,566 | 890 | 3,915 | 3,200 | ... | 3,256 | 1,725 | 2,437 | 3,478 | 6,707 | 3,817 | 4,557 | 1,768 | 6,125 | 203 | 66 | 2,599 | 8,382 | 377 | 179 | 3,184 | 1899 |
| 9,062 | 1,543 | 810 | 3,524 | 3,037 | ... | 2,678 | 3,356 | 2,823 | 3,505 | 3,470 | 3,581 | 5,263 | 1,841 | 4,487 | 293 | 85 | 2,506 | 9,825 | 528 | 266 | 2,765 | 1900 |
| 9,239 | 1,520 | 972 | 3,744 | 3,243 | 739 | 1,702 | 1,700 | 1,736 | 3,046 | 3,791 | 4,300 | 5,429 | 1,073 | 6,371 | 347 | 52 | 2,274 | 8,524 | 726 | 287 | 2,357 | 1901 |
| **Gross earnings per mile worked.*** | | | | | | | | | | | | | | | | | | | | | | |
| 9,372 | 3,289 | 6,330 | 6,635 | 4,479 | ... | 3,406 | 2,040 | 5,033 | 6,046 | 2,850 | 8,595 | 9,763 | 4,530 | 4,992 | ... | ... | ... | 14,593 | ... | ... | 3,611 | 1897 |
| 9,563 | 4,492 | 6,701 | 6,719 | 5,385 | ... | 3,501 | 2,364 | 4,488 | 4,608 | 3,355 | 7,869 | 9,579 | 3,987 | 6,036 | 2,380 | ... | 4,287 | 14,796 | 7,848 | 3,662 | 3,628 | 1898 |
| 10,853 | 3,917 | 6,944 | 6,805 | 6,189 | ... | 4,642 | 3,337 | 4,927 | 4,865 | 8,121 | 7,991 | 9,326 | 4,456 | 7,231 | 2,126 | 3,071 | 4,758 | 14,019 | 8,762 | 3,375 | 3,718 | 1899 |
| 11,371 | 3,897 | 7,286 | 6,602 | 6,046 | ... | 3,861 | 4,724 | 5,192 | 5,449 | 4,972 | 8,299 | 10,134 | 4,486 | 5,764 | 2,451 | 3,422 | 4,799 | 15,866 | 8,959 | 3,849 | 3,276 | 1900 |
| 11,287 | 3,651 | 10,082 | 7,206 | 6,273 | 1,693 | 3,050 | 3,233 | 4,166 | 5,086 | 5,333 | 9,481 | 10,251 | 3,801 | 7,792 | 2,671 | 3,413 | 4,192 | 15,453 | 9,081 | 3,979 | 2,922 | 1901 |
| **Net earnings per mile worked.*** | | | | | | | | | | | | | | | | | | | | | | |
| 2,912 | 240 | 2,328 | 3,689 | 1,828 | ... | 2,226 | 710 | 2,223 | 2,598 | -3,105 | 4,027 | 4,402 | 2,243 | 999 | ... | ... | ... | 6,658 | ... | ... | 530 | 1897 |
| 3,271 | 187 | 1,378 | 3,841 | 2,608 | ... | 2,081 | 1,009 | 1,855 | 1,375 | -2,469 | 3,548 | 4,082 | 1,738 | 1,138 | 675 | ... | 1,008 | 6,823 | 3,267 | 1,021 | 761 | 1898 |
| 5,550 | 782 | 1,394 | 3,604 | 3,089 | ... | 2,832 | 1,661 | 2,369 | 1,567 | 1,368 | 3,783 | 3,839 | 1,802 | 2,991 | 392 | 558 | 1,308 | 5,035 | 3,941 | 986 | —229 | 1899 |
| 5,651 | 838 | 1,540 | 2,753 | 3,110 | ... | 2,146 | 2,759 | 2,581 | 2,546 | 1,743 | 4,109 | 4,568 | 1,683 | 1,966 | 674 | 960 | 1,290 | 7,095 | 4,301 | 1,358 | —592 | 1900 |
| 5,474 | 780 | 3,887 | 4,010 | 3,457 | 508 | 1,350 | 1,369 | 1,781 | 1,503 | -1,696 | 5,082 | 4,356 | 1,330 | 3,686 | 639 | 750 | 1,099 | 6,152 | 3,976 | 1,173 | —147 | 1901 |

except those from steam-boat.
railway and partly to the Madras railway from the 1st January 1901.

# Appendix 23.
## Train-mileage earnings.



*Gross and net earnings in rupees (excluding steam-boat*

(Referred to in paragraph

*N.B.*—A reference to Appendix 2 will furnish the key

| Gauge. | 5′ 6″ gauge. | | | | | | | | | | | | | | | | | | 3′ 3⅜″ | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Class: No. | 1 | 2 | | 3 | 4 | 5 | 6 | 7 | | 8 | | 9 | | 10 | | 11 | | 12 | 13 | 14 |
| Calendar year. | E. I. | E. B. S. system. | | B. C. | B. N. (a) & (b).* | E. C. | O. & R. | N. W. system. | | G. I. P. system. | | B., B. & C. I. system. | | N. G. S. system. | | M. system. | | B. D. | D. S. | A. B. |
| | | 5′ 6″ gauge. | Other gauges. | | | | | Commercial Section. | Military Section. | G. I. P. (a) to (c) | I. M. (d) to (h) | B., B. & C. I. (a) to (e) & (k) & (l) | R. M. (f) to (j). | N. G. S. (a) & (b). | H. G. V. (c). | M. (a) to (c) | N. (d). | | | |
| **Earnings from coaching traffic.** | | | | | | | | | | | | | | | | | | | | |
| 1897 . | 3·53 | 2·75 | 2·93 | 2·98 | 2·14 | 2·73 | 3·30 | 3·26 | 2·88 | 1·85 | 2·92 | 3·15 | 2·81 | 3·85 | ... | 3·58 | ... | 2·13 | 3·57 | 3·50 |
| 1898 . | 3·61 | 2·69 | 2·85 | 2·87 | 1·73 | 2·97 | 3·05 | 3·07 | 2·62 | 1·68 | 2·95 | 3·29 | 2·94 | 3·75 | ... | 3·26 | ... | 2·39 | 3·05 | 4·85 |
| 1899 . | 3·59 | 2·87 | 2·78 | 2·71 | 2·58 | 3·38 | 2·86 | 2·99 | 2·57 | 1·98 | 2·71 | 3·43 | 3·12 | 3·96 | 1·77 | 2·93 | 3·65 | 2·55 | 2·96 | 4·98 |
| 1900 . | 3·62 | 2·87 | 3·15 | 3·25 | 3·62 | 3·81 | 2·74 | 2·99 | 2·56 | 2·12 | 2·37 | 3·58 | 3·11 | 3·50 | 2·61 | 3·16 | 4·90 | 2·01 | 3·22 | 4·80 |
| 1901 . | 3·65 | 2·95 | 2·85 | 3·65 | 3·30 | § | 2·64 | 2·89 | 2·39 | 2·35 | 2·36 | 3·56 | 3·41 | 3·44 | 2·69 | 2·94 | 5·28 | 1·81 | 2·56 | 3·84 |
| **Earnings from goods traffic.** | | | | | | | | | | | | | | | | | | | | |
| 1897 . | 5·17 | 5·60 | 3·38 | 2·14 | 3·69 | 2·30 | 3·32 | 4·29 | 2·56 | 4·16 | 4·18 | 8·28 | 4·11 | 4·15 | ... | 5·07 | ... | 5·70 | 3·44 | 1·73 |
| 1898 . | 4·80 | 5·97 | 3·30 | 1·81 | 4·14 | 2·55 | 3·29 | 4·35 | 2·36 | 5·22 | 3·91 | 8·33 | 4·06 | 4·35 | ... | 4·95 | ... | 7·59 | 3·80 | 1·72 |
| 1899 . | 4·79 | 5·79 | 3·30 | 2·19 | 4·26 | 2·38 | 3·42 | 4·30 | 2·11 | 5·14 | 3·96 | 8·28 | 4·21 | 4·69 | 3·21 | 4·73 | 2·89 | 11·27 | 3·93 | 1·52 |
| 1900 . | 4·59 | 6·17 | 3·11 | 2·58 | 3·86 | 2·85 | 3·36 | 4·20 | 2·16 | 4·74 | 4·79 | 7·75 | 4·24 | 4·69 | 2·08 | 4·70 | 3·99 | 9·91 | 4·29 | 1·70 |
| 1901 . | 4·64 | 5·93 | 3·09 | 2·52 | 3·43 | § | 3·48 | 4·63 | 2·22 | 5·50 | 4·04 | 9·54 | 4·16 | 4·53 | 2·34 | 3·79 | 6·33 | 4·72 | 4·05 | 2·48 |
| **Gross earnings.†** | | | | | | | | | | | | | | | | | | | | |
| 1897 . | 4·59 | 4·39 | 3·21 | 2·80 | 3·45 | 2·80 | 3·55 | 3·94 | 2·76 | 3·13 | 3·67 | 5·56 | 3·64 | 4·15 | ... | 4·46 | ... | 4·46 | 3·95 | 2·48 |
| 1898 . | 4·41 | 4·42 | 3·14 | 2·72 | 3·53 | 2·89 | 3·46 | 3·93 | 2·53 | 3·69 | 3·57 | 6·28 | 3·71 | 4·30 | ... | 4·21 | ... | 5·48 | 3·83 | 2·82 |
| 1899 . | 4·40 | 4·50 | 3·12 | 2·78 | 3·90 | 2·86 | 3·50 | 3·84 | 2·34 | 3·79 | 3·50 | 6·06 | 3·93 | 4·64 | 2·85 | 4·00 | 3·30 | 6·64 | 3·91 | 2·65 |
| 1900 . | 4·35 | 4·69 | 3·19 | 3·14 | 3·91 | 3·20 | 3·43 | 3·72 | 2·36 | 3·65 | 3·91 | 5·81 | 3·97 | 4·49 | 2·33 | 4·03 | 5·18 | 5·69 | 4·27 | 2·84 |
| 1901 . | 4·33 | 4·61 | 3·02 | 3·75 | 3·54 | § | 3·30 | 3·96 | 2·32 | 4·19 | 3·88 | 6·12 | 4·00 | 4·37 | 2·66 | 3·49 | 5·73 | 3·78 | 3·91 | 3·23 |
| **Net earnings.†** | | | | | | | | | | | | | | | | | | | | |
| 1897 . | 3·22 | 2·40 | 1·88 | 1·20 | 1·66 | 0·95 | 1·54 | 1·97 | 1·66 | 1·09 | 1·62 | 2·52 | 1·89 | 2·22 | ... | 2·32 | ... | 2·51 | 1·21 | 0·18 |
| 1898 . | 2·99 | 2·58 | 1·76 | 0·98 | 1·72 | 0·72 | 1·81 | 2·10 | *—0·04* | 1·49 | 1·60 | 3·40 | 2·11 | 2·40 | ... | 2·17 | ... | 2·58 | 1·31 | 0·12 |
| 1899 . | 2·95 | 2·30 | 2·84 | 1·08 | 2·03 | 1·01 | 1·91 | 2·00 | *—0·56* | 1·72 | 1·51 | 3·21 | 2·25 | 2·62 | 1·66 | 1·90 | 6·79 | 3·65 | 2·00 | 0·53 |
| 1900 . | 2·82 | 2·47 | 1·82 | 1·30 | 2·32 | 0·95 | 1·66 | 1·77 | *—0·18* | 1·70 | 2·06 | 2·68 | 2·19 | 2·63 | 0·92 | 1·93 | 2·62 | 2·83 | 2·12 | 0·61 |
| 1901 . | 2·81 | 2·27 | 1·67 | 1·72 | 1·67 | § | 1·80 | 2·13 | 0·03 | 2·18 | 1·72 | 3·40 | 2·15 | 2·81 | 1·22 | 1·70 | 3·27 | 1·95 | 1·90 | 0·69 |

* Excluding Parlakimedi Light railway, as the line was opened from 22nd April 1901 only. ** Information

† Includes all other earnings except

‡ The earnings from coaching and goods traffic

§ Transferred partly to the Bengal-Nágpur railway

# DIX 23.



*earnings) per train-mile of each railway (by systems).*

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the code letters used to express railway systems.

| GAUGE. | | | | | | | | | | | 2′ 6″ GAUGE. | | | | | 2′ 0″ GAUGE. | | | | GAUGE. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 16 | 17 | | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | Class : No. |
| D. | B. & N. W. | R. & K. System. R. & K. (a) & (b) | R. & K. System. Powayan. (c) | J. B. | U. C. | B. G. J. P. | S. M. | W. I. P. | S. I. | B. | M. R. W. | B. L. | B. P. | R. K. L. | T. B. | D. H. | H. A. | H. S. | J. | Calendar year. |
| **EARNINGS FROM COACHING TRAFFIC.** | | | | | | | | | | | | | | | | | | | | |
| ... | 2·58 | 2·88 | ... | 3·13 | 2·80 | 3·19 | 2·32 | 1·80 | 2·57 | 3·73 | 2·16 | 0·55 | | | | 7·76 | | | | 1897 |
| ... | 2·26 | 3·52 | ... | 2·89 | 2·67 | 2·87 | 2·49 | 1·71 | 2·38 | 3 16 | 2 09 | 0·50 | | | | 8·16 | | | | 1898 |
| ... | 2·08 | 3·77 | ... | 3·10 | 3·50 | 3·22 | 2·49 | 1·58 | 2·63 | 3·30 | 2·19 | 5·47 | ** | ** | ** | 7·52 | ** | ** | ** | 1899 |
| ... | 2·05 | 3·51 | ... | 2·59 | 3·79 | 3·04 | 2·59 | 1·38 | 2·78 | 3·82 | 2·16 | 4·82 | | | | 7·78 | | | | 1900 |
| 3·57 | 2·34 | 2·81 | 0·65 | 2·34 | 3·73 | 3·38 | 2·28 | 0 63 | 3·11 | 3 99 | 2 17 | 1·59 | 1·08 | 2·25 | 0 96 | 7 19 | 2·97 | 2·12 | 0·78 | 1901 |
| **EARNINGS FROM GOODS TRAFFIC.** | | | | | | | | | | | | | | | | | | | | |
| ... | 2·50 | 2·00 | ... | 3·20 | 2·40 | 3·43 | 2·21 | 3·26 | 2·47 | 2·55 | 2·27 | 1·58 | | | | 3·49 | | | | 1897 |
| ... | 2·74 | 2·17 | ... | 3·49 | 4·22 | 3·79 | 2·64 | 3·72 | 2·53 | 2·72 | 2·35 | 1·21 | | | | 3·59 | | | | 1898 |
| ... | 2·76 | 2·17 | ... | 3·77 | 4·70 | 3·91 | 2·60 | 4·10 | 2·50 | 2·62 | 2·36 | 9·40 | ** | ** | ** | 3·34 | ** | ** | ** | 1899 |
| ... | 2·61 | 2·12 | ... | 2·53 | 5·36 | 3·67 | 2·35 | 4·13 | 2·77 | 2·76 | 1·54 | 8·02 | | | | *3·34* | | | | *1900* |
| 0·46 | 2·81 | 2·79 | 0·51 | 2·55 | 4·90 | 3·82 | 2·59 | 2·13 | 3·01 | 2·80 | 2 01 | 7·76 | 0·58 | 0·03 | 1·39 | 3·40 | 0·26 | 0·17 | 0·43 | 1901 |
| **GROSS EARNINGS.†** | | | | | | | | | | | | | | | | | | | | |
| 2·26 | 2·66 | 2·65 | ... | 3·23 | 2·69 | 3·42 | 2·28 | 3·52 | 2·61 | 3·08 | 2·47 | 0·11 | ... | ... | ... | 4·53 | ... | ... | 3·07 | 1897 |
| 2·08 | 2·62 | 2·95 | ... | 3·32 | 3·11 | 3·39 | 2·65 | 4·02 | 2·53 | 3·03 | 2·22 | 4·31 | 1·00‡ | ... | 2·80‡ | 4·76 | 3·68‡ | 2·01‡ | 3·40 | 1898 |
| 2·38 | 2·54 | 3·00 | ... | 3·63 | 4·12 | 3·65 | 2 63 | 4·91 | 2·61 | 2 99 | 2·30 | 8·73 | 0·92‡ | 1·64‡ | 2·88‡ | 4·34 | 3·51‡ | 2·10‡ | 3·20 | 1899 |
| 2·27 | 2·45 | 2·92 | ... | 2·91 | 4·83 | 3·44 | 2·49 | 3·02 | 2·83 | 3·22 | 1·88 | 7·26 | 0·99‡ | 2·28† | 2·95‡ | 4·29 | 3·42‡ | 2·25‡ | 3·21 | 1900 |
| 3·18 | 2·67 | 2·91 | 1·16 | 2·66 | 4·30 | 3·62 | 2·51 | 3·00 | 3·15 | 3·30 | 2·15 | 9·50 | 0·97‡ | 2·31‡ | 2·57‡ | 4·19 | 3·24‡ | 2·29‡ | 2·41 | 1901 |
| **NET EARNINGS.†** | | | | | | | | | | | | | | | | | | | | |
| 0·83 | 1 48 | 1·07 | ... | 2·13 | 0·93 | 1·51 | 0·98 | *—3·14* | 1·23 | 1·39 | 1·22 | 0·21 | ... | ... | ... | 2·03 | ... | ... | 0·45 | 1897 |
| 0 43 | 1·50 | 1·43 | ... | 1·97 | 1·29 | 1·40 | 0·79 | *—2·00* | 1·14 | 1·28 | 0·97 | 0·81 | 0·28 | ... | 0·66 | 2·15 | 1·53 | 0·47 | 0·71 | 1898 |
| 0·46 | 1·34 | 1·50 | ... | 2·21 | 2·05 | 1·75 | 0·85 | 1·41 | 1·23 | 1·23 | 0·93 | 3·61 | 0·18 | 0·29 | 0·79 | 1·53 | 1·58 | 0·61 | *—0·20* | 1899 |
| 0·48 | 1·24 | 1·50 | ... | 1·62 | 2·82 | 1·72 | 1·16 | *—1·06* | 1·40 | 1·45 | 0·71 | 2·48 | 0·27 | 0·64 | 0·79 | 1·92 | 1·64 | 0·79 | *—0·58* | 1900 |
| 1·23 | 1·49 | 1·60 | 0·35 | 1·13 | 1·82 | 1·56 | 0·74 | *—0·95* | 1·6 9 | 1·40 | 0·75 | 4·49 | 0·23 | 0·51 | 0·52 | 1·79 | 1·42 | 0·68 | *—0·12* | 1901 |

not available.
those from steam-boat.
are not shown separately in the accounts.
and partly to the Madras railway from the 1st January 1901.

Appendix 24.
Working expenses.

# APPEN

*Working expenses in* **thousands** *of rupees*

(Referred to in paragraph

*N. B.*—A reference to Appendix 2 will furnish the key to

| Gauge. | 5′ 6″ | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Class: No. | 1 | 2 | | | 3 | 4 | | 5 | 6 | 7 | | | 8 | | | 9 | | | 10 | | |
| | | E. B. S. system. | | | | | | | | N. W. system. | | | G. I. P. system. | | | B., B. and C. I. system. | | | N. G. S. system. | | |
| Calendar year. | E. I. | 5′ 6″ gauge. | Other gauges. | Total. | B. C. | B. N. (a) & (b) † | E. C. | P. T. | O. & R. | Commercial section. | Military section. | Total (a) to (f). | G. I. P. (a) to (c). | I. M. (d) to (h). | Total. | B. B. & C. I. (a) to (e) and (k) and (l). | R. M. (f) to (j). | Total. | N. G. S. (a) and (b). | H. G. V. (c). | Total. |
| **Engineering.** | | | | | | | | | | | | | | | | | | | | | |
| 1897 . | 44,67 | 7,64 | 6,41 | 14,05 | 1,57 | 8,06 | 4,23 | 35 | 13,39 | 46,69 | 13,36 | 60,05 | 46,08 | 6,65 | 52,73 | 27,62 | 21,71 | 49,33 | 5,79 | ... | 5,79 |
| 1898 . | 44,17 | 8,28 | 7,74 | 16,02 | 1,65 | 9,53 | 5,10 | 41 | 12,50 | 45,96 | 12,86 | 58,82 | 39,79 | 7,60 | 47,39 | 18,74 | 21,61 | 40,35 | 4,64 | ... | 4,64 |
| 1899 . | 54,12 | 13,72 | 7,47 | 21,19 | 1,80 | 12,52 | 6,97 | 34 | 13,20 | 37,21 | 17,09 | 54,30 | 40,62 | 9,63 | 50,25 | 21,90 | 29,29 | 51,19 | 4,72 | ... | 4,72 |
| 1900 . | 63,84 | 13,23 | 8,17 | 21,45 | 1,90 | 12,20 | 9,02 | 35 | 16,23 | 34,31 | 12,45 | 46,76 | 29,97 | 10,70 | 40,67 | 27,71 | 34,27 | 61,98 | 7,98 | 2,07 | 10,05 |
| 1901 . | 65,60 | 10,38 | 8,29 | 18,67 | 1,82 | 17,79 | ‡ | 40 | 17,01 | 40,14 | 13,97 | 54,11 | 34,54 | 8,49 | 43,03 | 14,51 | 30,34 | 44,85 | 3,29 | 3,38 | 6,67 |
| **Locomotive.** | | | | | | | | | | | | | | | | | | | | | |
| 1897 . | 49,13 | 11,54 | 5,88 | 17,42 | 1,41 | 8,96 | 7,06 | 44 | 13,68 | 56,88 | 10,25 | 67,13 | 69,75 | 12,85 | 82,60 | 25,23 | 34,79 | 60,02 | 4,75 | ... | 4,75 |
| 1898 . | 58,84 | 8,05 | 6,11 | 14,16 | 1,20 | 10,14 | 6,72 | 48 | 13,01 | 67,95 | 10,19 | 78,14 | 74,70 | 13,57 | 88,27 | 26,73 | 36,68 | 63,41 | 5,02 | ... | 5,02 |
| 1899 . | 63,51 | 9,10 | 6,53 | 15,63 | 1,50 | 11,97 | 8,99 | 43 | 12,69 | 69,77 | 11,31 | 81,08 | 78,27 | 16,77 | 95,04 | 30,47 | 42,79 | 73,26 | 5,43 | 14 | 5,57 |
| 1900 . | 73,52 | 10,36 | 7,49 | 17,85 | 1,47 | 16,60 | 11,47 | 70 | 19,64 | 60,51 | 12,19 | 81,70 | 79,85 | 20,75 | 1,00,60 | 34,14 | 52,44 | 86,58 | 5,85 | 2,20 | 8,05 |
| 1901 . | 75,67 | 13,26 | 9,09 | 22,35 | 1,61 | 19,27 | ‡ | 58 | 19,87 | 80,93 | 13,65 | 94,58 | 87,59 | 21,20 | 1,08,79 | 29,55 | 49,39 | 78,94 | 5,14 | 3,12 | 8,26 |
| **Carriage and Wagon.** | | | | | | | | | | | | | | | | | | | | | |
| 1897 . | 17,71 | 2,64 | 1,78 | 4,42 | 22 | 2,74 | 1,04 | 23 | 6,96 | 10,80 | 1,33 | 12,13 | 22,98 | 2,94 | 25,92 | 9,63 | 8,99 | 18,62 | 1,18 | ... | 1,18 |
| 1898 . | 18,22 | 3,21 | 1,89 | 5,10 | 49 | 2,57 | 1,34 | 27 | 4,76 | 15,07 | 1,44 | 16,51 | 36,93 | 3,26 | 40,19 | 9,74 | 9,64 | 19,38 | 1,29 | ... | 1,29 |
| 1899 . | 19,39 | 4,54 | 1,97 | 6,51 | 46 | 2,80 | 1,77 | 21 | 8,14 | 15,32 | 1,63 | 16,95 | 23,72 | 4,40 | 28,12 | 14,05 | 9,96 | 24,01 | 1,15 | 1 | 1,16 |
| 1900 . | 21,40 | 4,64 | 2,79 | 7,43 | 29 | 3,58 | 1,93 | 50 | 6,85 | 14,14 | 1,76 | 15,90 | 18,07 | 4,13 | 22,20 | 15,31 | 15,08 | 30,39 | 1,33 | 15 | 1,48 |
| 1901 . | 22,20 | 6,15 | 3,43 | 9,58 | 34 | 5,49 | ‡ | 37 | 4,66 | 21,71 | 2,25 | 23,96 | 20,42 | 4,89 | 25,38 | 10,00 | 16,76 | 26,76 | 1,32 | 34 | 1,66 |
| **Traffic.** | | | | | | | | | | | | | | | | | | | | | |
| 1897 . | 36,60 | 9,55 | 4,97 | 14,52 | 1,24 | 5,52 | 3,36 | 1,18 | 7,88 | 23,42 | 4,69 | 28,11 | 29,58 | 5,26 | 34,84 | 10,17 | 16,46 | 26,63 | 2,66 | ... | 2,66 |
| 1898 . | 39,07 | 10,43 | 5,47 | 15,90 | 1,29 | 5,89 | 3,67 | 1,32 | 8,23 | 26,33 | 4,30 | 30,63 | 29,91 | 5,31 | 35,22 | 10,48 | 17,16 | 27,64 | 2,65 | ... | 2,65 |
| 1899 . | 41,53 | 10,84 | 6,09 | 16,93 | 1,31 | 7,26 | 5,27 | 1,28 | 9,13 | 26,46 | 4,56 | 31,02 | 30,76 | 6,07 | 36,83 | 10,86 | 17,23 | 28,09 | 2,74 | 8 | 2,82 |
| 1900 . | 45,61 | 11,12 | 6,63 | 17,75 | 1,50 | 8,93 | 5,76 | 1,77 | 10,16 | 26,26 | 4,69 | 30,95 | 32,25 | 6,99 | 39,24 | 12,19 | 18,84 | 31,03 | 2,81 | 1,09 | 3,90 |
| 1901 . | 49,65 | 11,62 | 7,02 | 18,64 | 1,40 | 12,26 | ‡ | 1,52 | 11,79 | 29,89 | 5,13 | 35,02 | 31,30 | 7,61 | 38,91 | 11,35 | 19,03 | 30,38 | 2,70 | 1,84 | 4,54 |
| **General.** | | | | | | | | | | | | | | | | | | | | | |
| 1897 | 19,27 | 3,61 | 2,60 | 6,21 | 1,17 | 5,55 | 2,89 | 16 | 4,18 | 10,48 | 2,52 | 13,00 | 13,58 | 5,23 | 18,81 | 5,95 | 12,22 | 18,18 | 2,93 | ... | 2,93 |
| 1898 . | 19,29 | 3,70 | 2,71 | 6,41 | 1,33 | 5,84 | 3,18 | 23 | 4,36 | 11,85 | 2,49 | 14,34 | 13,41 | 5,08 | 18,49 | 5,61 | 12,27 | 17,88 | 2,67 | ... | 2,67 |
| 1899 . | 20,54 | 3,87 | 2,89 | 6,76 | 1,44 | 7,34 | 3,97 | 20 | 4,71 | 11,99 | 2,61 | 14,60 | 13,09 | 5,57 | 18,66 | 5,60 | 12,31 | 17,91 | 2,70 | 4 | 2,74 |
| 1900 . | 22,20 | 3,89 | 3,20 | 7,09 | 1,48 | 8,04 | 4,13 | 22 | 5,06 | 12,35 | 2,87 | 15,22 | 14,27 | 5,92 | 20,19 | 5,80 | 10,55 | 16,35 | 2,59 | 85 | 3,44 |
| 1901 . | 23,53 | 4,15 | 3,40 | 7,55 | 1,57 | 9,78 | ‡ | 22 | 5,40 | 13,04 | 2,89 | 15,93 | 17,19 | 4,14 | 21,33 | 6,86 | 11,47 | 18,33 | 2,53 | 1,97 | 4,50 |
| **Total.*** | | | | | | | | | | | | | | | | | | | | | |
| 1897 . | 1,82,40 | 41,53 | 25,71 | 67,24 | 6,48 | 32,21 | 19,88 | 2,45 | 48,19 | 1,52,12 | 32,78 | 1,84,90 | 1,86,55 | 36,19 | 2,22,74 | 80,61 | 95,93 | 1,76,54 | 17,82 | ... | 17,82 |
| 1898 . | 1,99,16 | 36,34 | 28,11 | 64,45 | 6,57 | 35,15 | 21,15 | 2,79 | 45,44 | 1,71,32 | 31,87 | 2,03,19 | 2,03,20 | 37,57 | 2,40,77 | 74,59 | 98,97 | 1,73,56 | 17,07 | ... | 17,07 |
| 1899 . | 2,17,77 | 44,63 | 29,34 | 73,97 | 6,98 | 43,52 | 28,27 | 2,54 | 50,62 | 1,66,03 | 37,87 | 2,03,90 | 1,95,39 | 45,41 | 2,40,80 | 85,76 | 1,14,48 | 2,00,24 | 17,36 | 27 | 17,63 |
| 1900 . | 2,45,69 | 45,92 | 34,39 | 80,31 | 7,83 | 52,62 | 33,93 | 3,60 | 60,01 | 1,61,85 | 34,85 | 1,96,73 | 1,85,17 | 53,52 | 2,38,69 | 1,00,59 | 1,34,81 | 2,35,40 | 21,88 | 6,42 | 28,30 |
| 1901 . | 2,57,61 | 48,07 | 37,01 | 85,08 | 7,62 | 69,29 | ‡ | 3,19 | 61,42 | 1,91,35 | 38,61 | 2,29,96 | 2,00,85 | 48,98 | 2,49,83 | 75,91 | 1,31,57 | 2,07,48 | 15,50 | 10,87 | 26,37 |

* Includes working expenses under miscellaneous and steam
† Excludes the Parlakimedi Light railway, as the line was
‡ Transferred partly to the Bengal-Nagpur railway and partly
§ Information

NOTE.—For working expenses per mile,

# DIX 24.

*of each railway (by systems).*

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the code letters used to express railway systems.



| | | 3′ 3⅜″. | | | | | | | | | | | | | 2′ 6″. | | | | | 2′ 0″. | | | | Gauge. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11 | | 12 | 13 | 14 | 15 | 16 | 17 | | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | Class: No. |
| M. system. | | | | | | | R. and K. system. | | | | | | | | | | | | | | | | | | |
| M. (a) to (c). | N. (d). | B. D. | D. S. | A. B. | D. | B. & N.-W. | R. & K. (a) & (b). | Powayan Light. (c). | J. B. | U. C. | B. G. J. P. | S. M. | W. I. P. | S. I. | B. | M. R. W. | B. L. | B. P. | R. K. L. | T. B. | D. H. | H. A. | H. S. | J. | Calendar year. |
| **Engineering.** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12,90 | ... | 27 | 2,91 | 2,56 | 4 | 7,27 | 1,75 | ... | 91 | 36 | 2,86 | 11,93 | 54 | 11,66 | 12,45 | 42 | 11 | ... | ... | ... | 79 | ... | ... | 23 | 1897 |
| 12,79 | ... | 36 | 2,73 | 6,03 | 5 | 7,89 | 1,87 | ... | 1,91 | 29 | 2,93 | 11,87 | 54 | 9,26 | 12,84 | 39 | 12 | 8 | ... | 19 | 77 | 28 | 13 | 24 | 1898 |
| 12,03 | 23 | 27 | 1,53 | 4,26 | 5 | 10,24 | 2,28 | ... | 2,49 | 24 | 2,72 | 11,92 | 58 | 8,19 | 12,40 | 49 | 12 | 9 | 8 | 18 | 1,03 | 40 | 12 | 30 | 1899 |
| 13,99 | ... | 25 | 1,73 | 4,43 | 4 | 11,05 | 1,98 | ... | 1,92 | 26 | 2,55 | 13,41 | 67 | 9,19 | 13,71 | 42 | 13 | 9 | 11 | 17 | 70 | 28 | 12 | 49 | 1900 |
| 15,91 | 15 | 33 | 1,83 | 5,46 | 4 | 12,00 | 1,82 | § | 3,72 | 30 | 2,64 | 14,64 | 75 | 8,79 | 15,49 | 41 | 11 | 9 | 12 | 15 | 1,06 | 31 | 14 | 12 | 1901 |
| **Locomotive.** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21,70 | ... | 26 | 89 | 2,09 | 6 | 5,27 | 1,50 | ... | 1,80 | 20 | 3,55 | 19,08 | 76 | 17,73 | 15,34 | 78 | 18 | ... | ... | ... | 1,29 | ... | ... | 20 | 1897 |
| 20,63 | ... | 26 | 94 | 2,02 | 10 | 5,82 | 1,51 | ... | 1,93 | 25 | 3,45 | 15,37 | 83 | 17,63 | 16,83 | 75 | 23 | 12 | ... | 13 | 1,36 | 23 | 9 | 16 | 1898 |
| 24,05 | 30 | 26 | 1,05 | 2,61 | 8 | 8,26 | 1,76 | ... | 3,02 | 33 | 3,54 | 16,50 | 1,03 | 17,80 | 18,20 | 88 | 18 | 14 | 7 | 14 | 1,39 | 31 | 11 | 19 | 1899 |
| 22,91 | 55 | 37 | 1,09 | 2,55 | 11 | 9,03 | 1,66 | ... | 3,64 | 49 | 3,81 | 18,86 | 94 | 16,44 | 22,73 | 1,20 | 12 | 15 | 10 | 15 | 1,50 | 37 | 8 | 17 | 1900 |
| 35,32 | 66 | 75 | 1,23 | 3,15 | 16 | 9,86 | 1,97 | § | 4,71 | 39 | 3,16 | 17,91 | 96 | 19,08 | 26,43 | 1,00 | 17 | 14 | 11 | 15 | 1,45 | 46 | 13 | 41 | 1901 |
| **Carriage and Wagon.** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6,16 | ... | 3 | 49 | 24 | 1 | 1,58 | 44 | ... | 26 | 5 | 66 | 3,87 | 17 | 5,21 | 3,93 | 12 | 3 | ... | ... | ... | 47 | ... | ... | 4 | 1897 |
| 4,77 | ... | 5 | 47 | 45 | 3 | 1,45 | 50 | ... | 25 | 3 | 66 | 4,28 | 16 | 5,27 | 4,29 | 15 | 4 | 2 | ... | 5 | 44 | 9 | 4 | 5 | 1898 |
| 4,60 | 2 | 7 | 49 | 52 | 5 | 1,93 | 62 | ... | 35 | 11 | 66 | 4,82 | 19 | 4,88 | 4,15 | 17 | 5 | 4 | 2 | 7 | 51 | 10 | 3 | 22 | 1899 |
| 4,89 | 3 | 7 | 53 | 62 | 4 | 2,58 | 65 | ... | 45 | 4 | 73 | 5,28 | 21 | 5,17 | 5,40 | 17 | 3 | 3 | 5 | 7 | 65 | 9 | 2 | 6 | 1900 |
| 7,00 | 3 | 17 | 51 | 92 | 1 | 2,63 | 78 | § | 53 | 15 | 72 | 5,66 | 21 | 5,41 | 6,10 | 16 | 3 | 5 | 3 | 5 | 54 | 9 | 3 | 6 | 1901 |
| **Traffic.** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8,46 | ... | 30 | 52 | 1,68 | 5 | 4,63 | 1,22 | ... | 74 | 10 | 2,21 | 9,05 | 51 | 8,50 | 8,84 | 44 | 17 | ... | ... | ... | 60 | ... | ... | 23 | 1897 |
| 8,71 | ... | 30 | 52 | 1,64 | 6 | 4,91 | 1,26 | ... | 71 | 13 | 2,16 | 8,31 | 49 | 8,27 | 9,66 | 42 | 23 | 18 | ... | 15 | 58 | 31 | 18 | 19 | 1898 |
| 8,67 | 4 | 31 | 57 | 2,08 | 5 | 5,63 | 1,33 | ... | 68 | 18 | 2,16 | 8,43 | 58 | 7,85 | 9,14 | 42 | 17 | 16 | 16 | 16 | 68 | 45 | 20 | 19 | 1899 |
| 8,87 | 10 | 36 | 62 | 2,32 | 6 | 6,77 | 1,33 | ... | 1,01 | 21 | 2,25 | 9,21 | 57 | 7,85 | 10,22 | 47 | 15 | 16 | 20 | 16 | 69 | 47 | 20 | 19 | 1900 |
| 13,31 | 11 | 45 | 70 | 2,93 | 6 | 8,23 | 1,47 | § | 1,27 | 20 | 1,88 | 8,95 | 57 | 7,59 | 11,11 | 38 | 17 | 16 | 21 | 17 | 61 | 44 | 20 | 16 | 1901 |
| **General.** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5,81 | ... | 31 | 80 | 2,49 | 2 | 3,86 | 1,44 | .. | 40 | 7 | 2,05 | 8,62 | 99 | 6,40 | 6,06 | 37 | 34 | ... | ... | ... | 74 | ... | ... | 11 | 1897 |
| 5,73 | ... | 29 | 80 | 2,27 | 3 | 4,04 | 1,46 | ... | 43 | 13 | 2,13 | 8,97 | 91 | 6,39 | 6,86 | 38 | 39 | 13 | ... | 13 | 75 | 19 | 11 | 11 | 1898 |
| 5,90 | 2 | 25 | 81 | 3,32 | 2 | 4,56 | 1,51 | ... | 57 | 13 | 2,09 | 8,15 | 96 | 6,30 | 6,86 | 45 | 38 | 12 | 5 | 13 | 82 | 13 | 6 | 12 | 1899 |
| 6,18 | 4 | 24 | 83 | 3,10 | 2 | 5,10 | 1,48 | ... | 59 | 13 | 1,95 | 7,99 | 96 | 6,68 | 6,86 | 33 | 37 | 12 | 7 | 13 | 73 | 12 | 5 | 11 | 1900 |
| 8,44 | 4 | 55 | 82 | 3,71 | 3 | 5,57 | 1,67 | § | 92 | 17 | 2,03 | 8,46 | 98 | 6,79 | 7,49 | 34 | 38 | 13 | 7 | 15 | 86 | 15 | 6 | 12 | 1901 |
| **Total.*** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 56,41 | .. | 1,41 | 5,65 | 9,18 | 19 | 26,24 | 7,43 | ... | 4,29 | 80 | 11,79 | 53,66 | 3,40 | 50,60 | 47,94 | 2,16 | 86 | ... | ... | ... | 4,05 | ... | ... | 82 | 1897 |
| 54,18 | ... | 1,54 | 5,50 | 12,54 | 25 | 28,09 | 7,72 | ... | 5,51 | 82 | 11,76 | 50,81 | 3,31 | 48,27 | 52,03 | 2,12 | 1,06 | 53 | ... | 66 | 4,07 | 1,11 | 55 | 76 | 1898 |
| 56,76 | 64 | 1,55 | 4,51 | 12,97 | 27 | 36,32 | 8,69 | ... | 8,12 | 1,06 | 11,64 | 51,43 | 4,08 | 46,95 | 52,47 | 2,50 | 91 | 54 | 38 | 69 | 4,58 | 1,38 | 52 | 1,02 | 1899 |
| 59,02 | 75 | 1,55 | 4,86 | 13,46 | 28 | 39,58 | 8,15 | ... | 8,09 | 1,32 | 11,88 | 56,29 | 4,00 | 46,66 | 61,35 | 2,64 | 82 | 56 | 50 | 70 | 4,47 | 1,33 | 49 | 1,02 | 1900 |
| 63,64 | 1,03 | 2,42 | 5,14 | 16,78 | 30 | 43,34 | 7,89 | 47 | 12,44 | 1,28 | 10,86 | 57,15 | 4,17 | 49,29 | 68,96 | 2,33 | 89 | 58 | 54 | 67 | 4,74 | 1,46 | 55 | 87 | 1901 |

boat, direct charges and contribution to Provident Fund.
opened from the 22nd April 1901 only.
to the Madras railway from the 1st January 1901.
not available.
and per train-mile, see Appendices 26 and 27.

# Appendix 25.
Proportion of expenses to earnings.



*Proportion per cent. of working expenses*

(Referred to in paragraphs

*N. B.*—A reference to Appendix 2 will furnish the key to

| Gauge | 5′ 6″. | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Class: No. | 1 | 2 | | | 3 | 4 | | 5 | 6 | 7 | | | 8 | | | 9 | | | 10 | | 11 | |
| Calendar year. | | E. B. S. system. | | | | B. N. System. | | | | N. W. system. | | | G. I. P. system. | | | B. B. & C. I. system. | | | N. G. S. system. | | M. system | |
| | E. I. | 5′ 6″ gauge. | Other gauges. | Total. | B. C. | B. N. (a) & (b) * | E. C. | P. T. | O. & R. | Commercial section. | Military section. | Total. | G. I. P. (a) to (c). | I. M. (d) to (h). | Total. | B. B. & C. I. (a) to (e) & (k) & (l). | B. M. (f) to (j). | Total. | N. G. S. (a) & (b). | H. G. V. (c). | M. (a) to (c). | N. (d). |
| **Engineering Department.** | | | | | | | | | | | | | | | | | | | | | | |
| 1897. | 7·36 | 8·55 | 10·88 | 9·47 | 13·82 | 13·00 | 14·79 | 8·90 | 15·73 | 15·34 | 38·23 | 17·70 | 16·21 | 10·32 | 15 12 | 18·85 | 10·85 | 14·23 | 15·33 | ... | 10·99 | ... |
| 1898. | 7·16 | 9·53 | 12·66 | 10·83 | 16·08 | 13·86 | 18·45 | 9·47 | 12·69 | 12·48 | 40·88 | 14·71 | 11·41 | 11·21 | 11·39 | 11·52 | 9·45 | 10·31 | 11·38 | ... | 11·66 | ... |
| 1899. | 8·26 | 15·16 | 11·08 | 13·42 | 15·82 | 13·80 | 16·05 | 7·69 | 11·85 | 10·78 | 55·71 | 14·46 | 11·34 | 12·06 | 11·47 | 12·03 | 10·96 | 11·39 | 10·67 | ... | 11·17 | 27·43 |
| 1900. | 9·39 | 13·80 | 10·37 | 12·26 | 14·22 | 9·40 | 14·91 | 6·50 | 13·90 | 11·12 | 38·40 | 13·71 | 8 65 | 9·46 | 8·85 | 14·67 | 11·46 | 12·70 | 15·16 | 19·43 | 12·34 | ... |
| 1901. | 9·98 | 10·99 | 10·84 | 10·92 | 12·95 | 13·60 | † | 7·34 | 12·63 | 9·68 | 36·59 | 11·95 | 8·26 | 8·49 | 8·34 | 8·51 | 10·66 | 9·65 | 7·54 | 16·82 | 9·78 | 6·28 |
| **Locomotive.** | | | | | | | | | | | | | | | | | | | | | | |
| 1897. | 8·09 | 12·92 | 9·99 | 11·75 | 12·36 | 14·45 | 24·71 | 11·21 | 16·06 | 18·69 | 29·31 | 19·73 | 24·53 | 19·92 | 23·68 | 17·23 | 17·40 | 17·32 | 12·58 | ... | 18·49 | ... |
| 1898. | 9 53 | 9·28 | 10·00 | 9·58 | 11·73 | 14·74 | 24·30 | 11·19 | 13·21 | 18·45 | 32·37 | 19·55 | 21·42 | 20·01 | 21·19 | 16·43 | 16 05 | 16·21 | 12·32 | ... | 18·31 | ... |
| 1899. | 9·70 | 10·05 | 9·68 | 9·89 | 13·19 | 13·20 | 20·72 | 9·53 | 11·40 | 20·23 | 36·85 | 21·59 | 21·86 | 21·00 | 21·70 | 16·73 | 16·01 | 16·31 | 12·29 | 21·76 | 22 32 | 35·23 |
| 1900. | 10·40 | 10·77 | 9·51 | 10·20 | 11·01 | 12·80 | 18·97 | 13·12 | 16·32 | 22·53 | 37 60 | 23·97 | 23·06 | 18·34 | 21·88 | 18·07 | 17·53 | 17·74 | 11·10 | 20·69 | 20·21 | 27·43 |
| 1901. | 10·36 | 14·03 | 11·89 | 13·08 | 11·49 | 14·74 | † | 10·74 | 14·75 | 19·51 | 35·77 | 20·88 | 20·95 | 20·85 | 20·93 | 17·32 | 17·35 | 17·34 | 11·80 | 15·54 | 21·71 | 27·41 |
| **Carriage and wagon.** | | | | | | | | | | | | | | | | | | | | | | |
| 1897. | 2 92 | 2·96 | 3·01 | 2 97 | 1·13 | 4·43 | 3·65 | 5·85 | 8·18 | 3·55 | 3·79 | 3·58 | 8·08 | 4·56 | 7·43 | 6·57 | 4 49 | 5·37 | 3·13 | ... | 5·25 | ... |
| 1898. | 2·95 | 3·70 | 3·08 | 3·44 | 4·81 | 3·74 | 4·83 | 6·38 | 4·83 | 4·09 | 4·57 | 4·13 | 10·59 | 4·81 | 9·64 | 5·99 | 4·22 | 4·95 | 3·15 | ... | 4·35 | ... |
| 1899. | 2·96 | 5·01 | 2 92 | 4·12 | 4·05 | 3·08 | 4·09 | 4·65 | 7·31 | 4·44 | 5·30 | 4 51 | 6·62 | 5·51 | 6·42 | 7·72 | 3·73 | 5·35 | 2·59 | 1·16 | 4·27 | 2·57 |
| 1900. | 3·22 | 4·83 | 3·53 | 4·25 | 2·14 | 2·76 | 3·19 | 9·33 | 5·86 | 4·58 | 5·43 | 4 66 | 5 22 | 3 65 | 4·92 | 8·10 | 5·04 | 6·23 | 2·52 | 1·39 | 4·30 | 1·75 |
| 1901. | 3·04 | 6·51 | 4·49 | 5·61 | 2·42 | 4·20 | † | 6·92 | 3·46 | 5·24 | 5·90 | 5·29 | 4·90 | 5·23 | 4·96 | 5·86 | 5·89 | 5·88 | 3·03 | 1·68 | 4·39 | 1·37 |
| **Traffic.** | | | | | | | | | | | | | | | | | | | | | | |
| 1897. | 6·03 | 10·69 | 8·44 | 9·71 | 10·92 | 8·90 | 11·75 | 29·92 | 9·26 | 7·69 | 13·40 | 8·28 | 10·41 | 8·16 | 9 99 | 6·93 | 8·23 | 7·68 | 7·04 | ... | 7·20 | ... |
| 1898. | 6·33 | 12·01 | 8·96 | 10 76 | 12·59 | 8·56 | 13·27 | 30·76 | 8·36 | 7·15 | 13·67 | 7·66 | 8·57 | 7·83 | 8·45 | 6·44 | 7·51 | 7·07 | 6·51 | ... | 7·94 | ... |
| 1899. | 6·34 | 11·97 | 9·03 | 10·72 | 11·48 | 8·01 | 12·14 | 28·66 | 8·19 | 7·67 | 14·85 | 8·26 | 8·59 | 7·60 | 8·41 | 5·96 | 6 45 | 6·25 | 6·21 | 11·91 | 8·05 | 5·23 |
| 1900. | 6·46 | 11·57 | 8·41 | 10 15 | 11·29 | 6·88 | 9·52 | 33·12 | 8·71 | 8·51 | 14·48 | 9·08 | 9·31 | 6·18 | 8·54 | 6·45 | 6·30 | 6·36 | 5·32 | 10·28 | 7·82 | 4·36 |
| 1901. | 6·79 | 12·30 | 9·18 | 10·91 | 9·99 | 9·38 | † | 28·10 | 8·75 | 7·21 | 13·42 | 7·73 | 7·48 | 7·61 | 7·59 | 6 65 | 6·68 | 6·67 | 6·20 | 9·13 | 8·18 | 4·43 |
| **General.** | | | | | | | | | | | | | | | | | | | | | | |
| 1897. | 3·18 | 4·04 | 4 42 | 4·19 | 10·26 | 8·95 | 10·12 | 3·95 | 4·90 | 3 44 | 7·21 | 3·83 | 4·78 | 8·12 | 5·39 | 4·06 | 6·16 | 5·24 | 7·76 | ... | 4·95 | ... |
| 1898. | 3·13 | 4·26 | 4·43 | 4·34 | 12·96 | 8·49 | 11·50 | 5·27 | 4·42 | 3·22 | 7·90 | 3·59 | 3·84 | 7·49 | 4·44 | 3·45 | 5·37 | 4·57 | 6·55 | ... | 5·22 | ... |
| 1899. | 3·14 | 4·28 | 4·29 | 4·27 | 12·66 | 8·09 | 9·15 | 4·47 | 4·23 | 3·47 | 8·50 | 3·89 | 3·86 | 6 97 | 4·26 | 3·08 | 4·61 | 3 98 | 6·10 | 6·98 | 5·48 | 1·82 |
| 1900. | 3·14 | 4·05 | 4·07 | 4·00 | 11·12 | 6·20 | 6·83 | 4·11 | 4·34 | 4·00 | 8 87 | 4·47 | 4 12 | 5·23 | 4·38 | 3·07 | 3·77 | 3·49 | 4 90 | 8·05 | 5·46 | 1·92 |
| 1901. | 3·22 | 4·39 | 4·45 | 4·42 | 11·16 | 7·48 | † | 4·07 | 4·01 | 3·15 | 7 57 | 3·52 | 4·11 | 4·14 | 4·13 | 4·02 | 4 03 | 4·03 | 5·81 | 9·83 | 5·18 | 1·57 |
| **Proportion of total working expenses§ to gross earnings.** | | | | | | | | | | | | | | | | | | | | | | |
| 1897. | 29·98 | 46 48 | 43·64 | 45·35 | 56·98 | 51·94 | 69·59 | 62·21 | 56·59 | 49·97 | 93·76 | 54·49 | 65·61 | 56·13 | 63·86 | 54·51 | 47·97 | 50·94 | 47·17 | ... | 48·06 | ... |
| 1898. | 32·21 | 41·86 | 46·01 | 43·57 | 64·08 | 51·10 | 76·46 | 65·07 | 46·12 | 46·52 | 101·26 | 50·83 | 56·26 | 55·39 | 57·79 | 45·31 | 43·31 | 44·37 | 41·87 | ... | 49·74 | ... |
| 1899. | 33·18 | 49·30 | 43·50 | 46 82 | 61·23 | 47·96 | 65·11 | 56·90 | 45·45 | 48·14 | 123·42 | 54·29 | 54·56 | 56·85 | 54 98 | 46 59 | 42·83 | 44·57 | 39·28 | 41·81 | 52·70 | 76·70 |
| 1900. | 34·78 | 47·75 | 43·36 | 45·92 | 58·70 | 40·56 | 56·10 | 67·48 | 51·42 | 52·47 | 107·60 | 57·71 | 52·47 | 47·26 | 51·94 | 53·58 | 45·40 | 48·51 | 41·52 | 60·41 | 52·04 | 2·83 |
| 1901. | 35·27 | 50·89 | 48·40 | 49·84 | 54·25 | 52·98 | † | 58·89 | 45·60 | 46·14 | 101·15 | 56·78 | 48·(3 | 48·87 | 48·21 | 44·50 | 46·21 | 45·57 | 35·59 | 54·07 | 51·40 | 42·87 |

* Excluding Parlakimedi Light railway as the line was opened from the 22nd April 1901 only. †Transferred partly to the Bengal-Nagpur
*N.B.*—Excludes Cherra Companyganj (2′ 6″ gauge) railway

# DIX 25.

## *to gross earnings of each railway (by systems.)*

# Appendix 25.

## Proportion of expenses to earnings.

40 and 45 of Report).

the code letters used to express railway systems.

| 3′ 3⅜″. | | | | | | | | | | | | | 2′ 6″. | | | | | 2′ 0″. | | | | Gauge. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | 14 | 15 | 16 | 17 | | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | Class: No. |
| B.D. | D.S. | A.B. | D. | B. & N. W. | R. & K. SYSTEM. R. & K. (a) & (b) | P. L. (c) | J.B. | U.C. | B. & J.P. | S.M. | W. I.P. | S.I. | B. | M. R.W. | B.L. | B.P. | R.K. L. | T.B. | D.H. | H.A. | H.S. | J. | Calendar Year. |
| **Engineering Department.** | | | | | | | | | | | | | | | | | | | | | | | |
| 9·34 | 35·48 | 25·83 | 13·81 | 12·14 | 13·96 | ... | 7·36 | 28·83 | 13·53 | 12·68 | 29·88 | 12·29 | 14·35 | 9·86 | 10·42 | ... | ... | ... | 10·67 | ... | ... | 24·24 | 1897 |
| 13·54 | 32·67 | 46·09 | 14·86 | 12·18 | 12·51 | ... | 14·07 | 19·96 | 14·64 | 16·56 | 24·38 | 10·56 | 14·28 | 11·63 | 9·16 | 11·22 | ... | 21·39 | 10·20 | 14·76 | 17·03 | 24·71 | 1898 |
| 9·87 | 16·64 | 26·29 | 14·89 | 13·18 | 13·13 | ... | 11·93 | 11·18 | 12·14 | 15·71 | 10·19 | 9·31 | 14·05 | 10·38 | 7·48 | 13·09 | 16·96 | 18·47 | 14·39 | 15·84 | 16·60 | 31·38 | 1899 |
| 7·06 | 17·88 | 25·90 | 11·89 | 13·73 | 11·69 | ... | 10·52 | 8·29 | 10·80 | 15·44 | 20·09 | 9·97 | 12·43 | 10·02 | 10·07 | 11·98 | 15·23 | 17·98 | 8·61 | 10·97 | 15·47 | 56·32 | 1900 |
| 6·76 | 18·31 | 25·56 | 7·78 | 12·35 | 10·38 | ‡ | 16·61 | 31·65 | 13·91 | 18·04 | 20·43 | 8·35 | 13·08 | 11·51 | 6 74 | 11·30 | 16·98 | 17·83 | 13·51 | 11·89 | 18·05 | 14·09 | 1901 |
| **Locomotive.** | | | | | | | | | | | | | | | | | | | | | | | |
| 8·92 | 10·89 | 21·08 | 20·48 | 8·78 | 11·96 | ... | 14·52 | 16·65 | 16·82 | 20·28 | 42·37 | 18·69 | 17·68 | 18·17 | 17·13 | ... | ... | ... | 17·27 | ... | ... | 20·74 | 1897 |
| 9·49 | 11·25 | 15·42 | 29·77 | 8·98 | 10·08 | ... | 14·19 | 17·20 | 17·22 | 21·44 | 37·57 | 20·12 | 18·71 | 19·81 | 17·84 | 16·06 | ... | 15·46 | 18·05 | 12·27 | 12·13 | 17·15 | 1898 |
| 9·39 | 11·44 | 16·13 | 25·18 | 10·62 | 10·14 | ... | 14·47 | 15·49 | 15·80 | 21·74 | 18·04 | 20·25 | 20·63 | 20·84 | 11·48 | 20·44 | 14·97 | 14·45 | 19·38 | 12·26 | 14·53 | 19·33 | 1899 |
| 10·72 | 11·25 | 14·92 | 32·55 | 11·22 | 9·79 | ... | 20·02 | 15·54 | 16·11 | 21·71 | 28·09 | 17·85 | 20·61 | 28·44 | 9·97 | 19·15 | 15·21 | 15·86 | 18·52 | 14·46 | 13·00 | 19·22 | 1900 |
| 15·32 | 12·35 | 14·76 | 32·56 | 10·15 | 11·23 | ‡ | 21·03 | 17·74 | 16·68 | 22·07 | 26·86 | 18·13 | 22·24 | 27·81 | 10·28 | 16·57 | 16·28 | 17·83 | 18·46 | 17·54 | 16·33 | 49·29 | 1901 |
| **Carriage and Wagon.** | | | | | | | | | | | | | | | | | | | | | | | |
| 1·23 | 5·94 | 2·43 | 2·29 | 2·63 | 3·51 | ... | 2·08 | 4·50 | 3·11 | 4·11 | 9·33 | 5·49 | 4·53 | 2·70 | 3·18 | ... | ... | ... | 6·28 | ... | ... | 4·30 | 1897 |
| 1·92 | 5·57 | 3·40 | 8·18 | 2·25 | 3·33 | ... | 1·80 | 2·24 | 3·28 | 5·98 | 7·32 | 6·02 | 4·77 | 4·07 | 3·32 | 3·31 | ... | 5·58 | 5·87 | 4·72 | 4·73 | 5·12 | 1898 |
| 2·42 | 5·35 | 3·20 | 15·34 | 2·48 | 3·57 | ... | 1·68 | 5·08 | 2·95 | 6·35 | 3·35 | 5·55 | 4·71 | 4·07 | 3·34 | 5 43 | 4·58 | 8·00 | 7·14 | 3·84 | 4·26 | 22·43 | 1899 |
| 2·05 | 5·46 | 3·60 | 10·61 | 3·21 | 3·85 | ... | 2·48 | 1·32 | 3·08 | 6·07 | 6·39 | 5·62 | 4·89 | 4·03 | 2·50 | 4·26 | 3·65 | 7·36 | 8·09 | 3·54 | 2·90 | 7·37 | 1900 |
| 3·56 | 5·11 | 4·33 | 2·10 | 2·70 | 4·41 | ‡ | 2·35 | 6·67 | 3·80 | 6·97 | 5·69 | 5·14 | 5·13 | 4·53 | 1·84 | 6·25 | 4·79 | 5·44 | 6·95 | 3·64 | 3·47 | 7·30 | 1901 |
| **Traffic.** | | | | | | | | | | | | | | | | | | | | | | | |
| 10·48 | 6·39 | 16·91 | 17·25 | 7·72 | 9·75 | ... | 5·94 | 8·21 | 10·46 | 9·62 | 28·56 | 8·97 | 10·18 | 10·37 | 15·83 | ... | ... | ... | 8·03 | ... | ... | 24·11 | 1897 |
| 11·02 | 6·18 | 12·53 | 17·60 | 7·59 | 8·40 | ... | 5·21 | 8·75 | 10·77 | 11·58 | 22·36 | 9·44 | 10·75 | 11·07 | 17·64 | 23 78 | ... | 17·73 | 7·70 | 16·40 | 23·24 | 19·64 | 1898 |
| 11·19 | 6·20 | 12·82 | 16·31 | 7·21 | 7·65 | ... | 4·09 | 8·48 | 9·62 | 11·11 | 10·07 | 8·93 | 10·35 | 10·02 | 10·62 | 24·18 | 34·63 | 16·46 | 9·45 | 17·89 | 27·94 | 19·52 | 1899 |
| 10·11 | 6·44 | 13·58 | 15·96 | 8·42 | 7·89 | ... | 5·55 | 6·76 | 9·51 | 10·60 | 17·24 | 8·52 | 9·27 | 11·16 | 12·59 | 20·84 | 28·22 | 16·99 | 8·56 | 18·34 | 26·13 | 21·95 | 1900 |
| 9·15 | 6·98 | 13·73 | 13 25 | 8·47 | 8·35 | ‡ | 5·69 | 9·06 | 9·93 | 11·03 | 15·49 | 7·22 | 9·35 | 10·66 | 10·06 | 19·39 | 30·05 | 19·77 | 7·70 | 16·93 | 25·28 | 19·10 | 1901 |
| **General.** | | | | | | | | | | | | | | | | | | | | | | | |
| 10·94 | 9·78 | 25·11 | 8·14 | 6·43 | 11·48 | ... | 3·29 | 6·09 | 9·73 | 9·16 | 55·02 | 6·75 | 6·99 | 8·61 | 31·38 | ... | ... | ... | 9·92 | ... | ... | 11·18 | 1897 |
| 10·78 | 9·60 | 17·38 | 7·84 | 6·24 | 9·74 | ... | 3·21 | 8·79 | 10·61 | 12·52 | 41·29 | 7·29 | 7·63 | 10·00 | 30·05 | 17·01 | ... | 14·77 | 9·89 | 10·20 | 15·01 | 11·50 | 1898 |
| 9·03 | 8 73 | 20·48 | 7·07 | 5·85 | 8·67 | ... | 2·74 | 6·37 | 9·33 | 10·74 | 16·72 | 7·16 | 7·77 | 10·60 | 24·59 | 18·18 | 10·75 | 13·86 | 11·47 | 5·17 | 7·44 | 12·54 | 1899 |
| 7·05 | 8·59 | 18·14 | 6·74 | 6·30 | 8·76 | ... | 3·28 | 5·54 | 8·61 | 9·20 | 28·73 | 7·25 | 6·22 | 7·71 | 29·63 | 15·66 | 9·62 | 13·83 | 9·04 | 4·67 | 7·20 | 12·35 | 1900 |
| 11·24 | 8·20 | 20·22 | 5·75 | 5·73 | 9·51 | ‡ | 4·13 | 7·78 | 10·73 | 10·43 | 26·73 | 6·45 | 6·30 | 9·50 | 22·74 | 15·82 | 9·71 | 17·53 | 10·87 | 5·87 | 7·10 | 14·48 | 1901 |
| **Proportion of Total working expenses§ to gross earnings.** | | | | | | | | | | | | | | | | | | | | | | | |
| 49·27 | 68·93 | 92·71 | 63·22 | 43·78 | 59·18 | ... | 34·67 | 65·18 | 55·82 | 57·03 | 189·46 | 53·15 | 55·25 | 50·49 | 79·99 | ... | ... | ... | 55·29 | ... | ... | 85·32 | 1897 |
| 57·40 | 65·79 | 95·83 | 79·43 | 43·37 | 51·58 | ... | 40·55 | 57·33 | 58·67 | 70·17 | 149·87 | 54·91 | 57·87 | 56·41 | 81·15 | 71·64 | ... | 76·49 | 53·89 | 58·36 | 72·12 | 79·02 | 1898 |
| 56·63 | 48 86 | 80·08 | 79·93 | 46·67 | 50·09 | ... | 38·99 | 50·21 | 51·92 | 67·78 | 71·24 | 52·66 | 59·45 | 59·56 | 58·63 | 81·57 | 81·84 | 72·51 | 64·08 | 55·02 | 70·77 | 106·16 | 1899 |
| 44·42 | 49·96 | 78·69 | 78·86 | 49·21 | 47 97 | ... | 44·39 | 41·59 | 50·26 | 64·78 | 120·04 | 50·49 | 55·62 | 62·49 | 65·89 | 72·63 | 71·95 | 73·12 | 55·28 | 51·99 | 64·71 | 118·07 | 1900 |
| 49·65 | 51·50 | 78·60 | 61·45 | 44·59 | 44·90 | 70 00 | 55·59 | 57·64 | 57·26 | 70·45 | 113·20 | 46·60 | 58 02 | 65·00 | 52·69 | 70·23 | 78·03 | 79·84 | 60·18 | 56·21 | 70·52 | 105·01 | 1901 |

and partly to the Madras railways. ‡ Information not available. § Including special and miscellaneous and steam-boat expenses.
which has been closed from 25th March 1900 and subsequently abandoned.

## Appendix 26.
Mileage expenses.

## APPEN
*Working expenses per mean mile*

(Referred to in paragraphs

*Note.*—A reference to Appendix 2 will furnish the key

| Gauge. | 5′ 6″ | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Class: No. | 1 | 2 | | 3 | 4 | | 5 | 6 | 7 | | | 8 | 9 | | 10 | | 11 | | 12 | 13 |
| Calendar year. | E. I. | E. B. system. 5′ 6″ gauge. | E. B. system. Other gauges | B. C. | B. N. (a) & (b) | E. C. | P. T. | O. & R. | N. W. system. Com. sec. | N. W. system. Mily. sec. | N. W. system. Total. | G. I. P. system. G.I.P. (a) to (c) | G. I. P. system. I. M. (d) to (h) | B., B. & C. I. system. B., B. & C. I. (a) to (e) & (k) & (l) | B., B. & C. I. system. R. M. (f) to (j) | N. G. S. system. N.G.S. (a) & (b) | N. G. S. system. H. G.V. (c) | Madras system. M. (a) to (c) | Madras system. N. (d) | B. D. | D. S. |
| **Engineering Department.** | | | | | | | | | | | | | | | | | | | | | | |
| 1897 | 2,323 | 3,024 | 1,093 | 1,410 | 935 | 791 | 4,104 | 1,526 | 2,215 | 1,438 | 1,977 | 3,089 | 704 | 4,652 | 1,111 | 1,632 | ... | 1,504 | ... | 742 | 3,325 |
| 1898 | 2,293 | 3,210 | 1,320 | 1,318 | 1,031 | 935 | 4,753 | 1,256 | 1,806 | 1,347 | 1,681 | 2,668 | 778 | 3,075 | 1,092 | 1,308 | ... | 1,491 | ... | 989 | 3,216 |
| 1899 | 2,798 | 5,134 | 1,154 | 1,298 | 1,088 | 886 | 4,024 | 1,281 | 1,488 | 1,689 | 1,546 | 2,724 | 870 | 3,184 | 1,480 | 1,330 | ... | 1,403 | 2,501 | 742 | 1,806 |
| 1900 | 3,017 | 4,953 | 1,159 | 1,365 | 1,013 | 1,134 | 4,063 | 1,514 | 1,330 | 1,208 | 1,295 | 1,977 | 849 | 3,565 | 1,733 | 2,252 | 711 | 1,637 | ... | 406 | 2,033 |
| 1901 | 3,122 | 3,873 | 1,133 | 1,311 | 1,106 | † | 5,192 | 1,500 | 1,509 | 1,305 | 1,449 | 2,207 | 673 | 1,836 | 1,611 | 926 | 869 | 1,173 | 896 | 304 | 2,066 |
| **Locomotive Department.** | | | | | | | | | | | | | | | | | | | | | | |
| 1897 | 2,555 | 4,568 | 1,003 | 1,125 | 1,039 | 1,322 | 5,172 | 1,558 | 2,699 | 1,102 | 2,211 | 4,677 | 1,360 | 4,249 | 1,781 | 1,339 | ... | 2,530 | ... | 714 | 1,020 |
| 1898 | 3,054 | 3,121 | 1,042 | 962 | 1,096 | 1,231 | 5,621 | 1,307 | 2,671 | 1,067 | 2,233 | 5,009 | 1,390 | 4,386 | 1,853 | 1,415 | ... | 2,405 | ... | 714 | 1,108 |
| 1899 | 3,193 | 3,405 | 1,008 | 1,083 | 1,040 | 1,143 | 4,991 | 1,232 | 2,792 | 1,117 | 2,309 | 5,248 | 1,515 | 4,431 | 2,162 | 1,532 | 543 | 2,808 | 3,213 | 714 | 1,241 |
| 1900 | 3,475 | 3,864 | 1,063 | 1,057 | 1,378 | 1,470 | 8,198 | 1,832 | 2,697 | 1,183 | 2,264 | 5,268 | 1,646 | 4,521 | 2,651 | 1,649 | 756 | 2,682 | 3,231 | 616 | 1,279 |
| 1901 | 3,602 | 4,947 | 1,243 | 1,163 | 1,199 | ‡ | 7,593 | 1,753 | 3,043 | 1,275 | 2,533 | 5,597 | 1,681 | 3,738 | 2,624 | 1,448 | 802 | 2,605 | 3,915 | 690 | 1,395 |
| **Carriage and Wagon Department.** | | | | | | | | | | | | | | | | | | | | | | |
| 1897 | 971 | 1,045 | 304 | 175 | 318 | 195 | 2,697 | 793 | 512 | 143 | 399 | 1,541 | 311 | 1,622 | 498 | 333 | ... | 718 | ... | 82 | 557 |
| 1898 | 946 | 1,244 | 322 | 394 | 278 | 245 | 3,205 | 478 | 592 | 150 | 472 | 2,476 | 334 | 1,598 | 487 | 364 | ... | 556 | ... | 137 | 549 |
| 1899 | 984 | 1,699 | 304 | 332 | 243 | 226 | 3,433 | 790 | 613 | 161 | 483 | 1,590 | 397 | 2,043 | 504 | 323 | 29 | 525 | 235 | 192 | 581 |
| 1900 | 1,012 | 1,733 | 395 | 205 | 297 | 250 | 5,828 | 638 | 548 | 171 | 441 | 1,192 | 327 | 1,970 | 763 | 375 | 51 | 591 | 207 | 118 | 621 |
| 1901 | 1,057 | 2,296 | 470 | 245 | 341 | † | 4,891 | 411 | 816 | 209 | 642 | 1,309 | 388 | 1,264 | 891 | 372 | 87 | 516 | 195 | 160 | 577 |
| **Traffic Department.** | | | | | | | | | | | | | | | | | | | | | | |
| 1897 | 1,904 | 3,780 | 848 | 996 | 640 | 629 | 13,805 | 898 | 1,112 | 504 | 926 | 1,984 | 557 | 1,713 | 843 | 750 | ... | 986 | ... | 824 | 599 |
| 1898 | 2,028 | 4,043 | 933 | 1,032 | 637 | 672 | 15,445 | 827 | 1,035 | 451 | 875 | 2,006 | 544 | 1,720 | 867 | 747 | ... | 1,016 | ... | 824 | 609 |
| 1899 | 2,108 | 4,056 | 940 | 942 | 631 | 670 | 15,005 | 886 | 1,059 | 451 | 883 | 2,063 | 548 | 1,579 | 876 | 774 | 297 | 1,012 | 476 | 852 | 673 |
| 1900 | 2,155 | 4,150 | 940 | 1,084 | 742 | 737 | 20,695 | 948 | 1,018 | 456 | 858 | 2,128 | 555 | 1,568 | 953 | 791 | 376 | 1,038 | 572 | 581 | 733 |
| 1901 | 2,363 | 4,336 | 960 | 1,011 | 763 | † | 19,869 | 1,040 | 1,124 | 479 | 938 | 2,000 | 604 | 1,436 | 1,011 | 761 | 472 | 982 | 632 | 412 | 787 |
| **General Charges.** | | | | | | | | | | | | | | | | | | | | | | |
| 1897 | 1,002 | 1,429 | 444 | 934 | 643 | 542 | 1,825 | 476 | 497 | 271 | 428 | 911 | 554 | 1,002 | 626 | 826 | ... | 677 | ... | 852 | 916 |
| 1898 | 1,002 | 1,434 | 462 | 1,062 | 631 | 582 | 2,645 | 438 | 466 | 260 | 410 | 899 | 520 | 921 | 720 | 753 | ... | 668 | ... | 797 | 945 |
| 1899 | 1,044 | 1,448 | 446 | 1,039 | 638 | 505 | 2,339 | 457 | 480 | 258 | 416 | 878 | 503 | 814 | 622 | 761 | 174 | 690 | 166 | 687 | 948 |
| 1900 | 1,049 | 1,450 | 455 | 1,068 | 668 | 533 | 2,568 | 472 | 479 | 279 | 422 | 942 | 470 | 747 | 570 | 728 | 294 | 724 | 226 | 406 | 97 |
| 1901 | 1,120 | 1,547 | 465 | 1,129 | 608 | † | 2,873 | 476 | 490 | 270 | 427 | 1,098 | 329 | 868 | 610 | 714 | 507 | 622 | 225 | 506 | 926 |
| **Total Working Expenses.*** | | | | | | | | | | | | | | | | | | | | | | |
| 1897 | 9,409 | 16,440 | 3,835 | 5,188 | 3,723 | 3,528 | 28,701 | 5,492 | 7,208 | 3,502 | 6,074 | 12,509 | 3,834 | 13,576 | 4,910 | 5,024 | ... | 6,577 | ... | 3,269 | 6,460 |
| 1898 | 10,242 | 14,087 | 4,215 | 5,051 | 3,800 | 3,719 | 32,671 | 4,566 | 6,725 | 3,316 | 5,795 | 13,626 | 3,847 | 12,239 | 5,000 | 4,813 | ... | 6,317 | ... | 4,176 | 6,476 |
| 1899 | 11,032 | 16,700 | 4,015 | 5,025 | 3,781 | 3,518 | 29,788 | 4,913 | 6,632 | 3,722 | 5,795 | 13,102 | 4,102 | 12,470 | 5,785 | 5,417 | 1,044 | 6,579 | 6,937 | 3,324 | 5,303 |
| 1900 | 11,511 | 17,002 | 4,197 | 5,635 | 4,370 | 4,291 | 42,164 | 5,599 | 6,279 | 3,385 | 5,452 | 12,218 | 4,246 | 13,193 | 6,853 | 6,167 | 2,209 | 6,907 | 4,461 | 2,178 | 5,720 |
| 1901 | 12,165 | 17,933 | 5,060 | 5,489 | 4,309 | † | 41,639 | 5,418 | 7,186 | 3,607 | 6,159 | 12,834 | 3,885 | 9,604 | 6,993 | 4,370 | 2,792 | 6,169 | 6,121 | 2,234 | 5,813 |

* Includes special and miscellaneous expenditure, direct charges,
† Transferred partly
‡ Information

*N.B.*—Excludes Cherra-Companyganj railway which

# DIX 26.

*worked of each railway (by systems.)*

40 and 45 of Report.)

to the code letters used to express railway systems.



| 3' 3⅜" | | | | | | | | | | | 2' 6" | | | | | 2' 0" | | | | Gauge. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 | 15 | 16 | 17 | | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | Class: No. |
| A. B. | D. | B. & N. W. | R. & K. SYSTEM. R. & K. (a) & (b) | P. L. (c) | J. B. | U. C. | B G. J. P. | S. M. | W. Y. P. | S. I. | B. | M. R. W. | B. L. | B. P. | R. K. L. | T. B. | D. H. | H. A. | H. S. | J. | Calendar year. |
| **ENGINEERING DEPARTMENT.** | | | | | | | | | | | | | | | | | | | | | |
| 850 | 874 | 891 | 625 | ... | 250 | 588 | 682 | 766 | 1,056 | 1,056 | 1,403 | 447 | 509 | ... | ... | ... | 1,549 | ... | ... | 814 | 1897 |
| 2,070 | 996 | 888 | 673 | ... | 493 | 471 | 657 | 763 | 1,054 | 831 | 1,371 | 414 | 553 | 267 | ... | 917 | 1,509 | 1,158 | 624 | 897 | 1898 |
| 1,030 | 1,034 | 967 | 812 | ... | 554 | 373 | 598 | 764 | 1,142 | 744 | 1,314 | 519 | 541 | 278 | 521 | 879 | 2,017 | 1,388 | 561 | 1,013 | 1899 |
| 1,016 | 867 | 972 | 707 | ... | 406 | 392 | 560 | 841 | 1,315 | 837 | 1,264 | 449 | 602 | 289 | 543 | 850 | 1,373 | 978 | 608 | 2,852 | 1900 |
| 942 | 784 | 946 | 651 | ‡ | 505 | 441 | 579 | 919 | 1,475 | 792 | 1,340 | 438 | 525 | 302 | 580 | 753 | 2,087 | 1,080 | 719 | 412 | 1901 |
| **LOCOMOTIVE DEPARTMENT.** | | | | | | | | | | | | | | | | | | | | | |
| 693 | 1,296 | 646 | 536 | ... | 494 | 348 | 846 | 1,226 | 1,487 | 1,561 | 1,729 | 823 | 834 | ... | ... | ... | 2,529 | ... | ... | 708 | 1897 |
| 693 | 1,995 | 655 | 543 | ... | 497 | 431 | 773 | 988 | 1,624 | 1,580 | 1,797 | 790 | 1,077 | 382 | ... | 663 | 2,671 | 963 | 444 | 622 | 1898 |
| 632 | 1,748 | 781 | 627 | ... | 672 | 517 | 779 | 1,058 | 2,021 | 1,618 | 1,929 | 929 | 831 | 435 | 460 | 687 | 2,717 | 1,075 | 490 | 719 | 1899 |
| 585 | 2,372 | 794 | 592 | ... | 773 | 734 | 836 | 1,183 | 1,838 | 1,481 | 2,096 | 1,276 | 556 | 482 | 494 | 750 | 2,941 | 1,293 | 405 | 642 | 1900 |
| 544 | 3,283 | 783 | 705 | ‡ | 681 | 572 | 695 | 1,123 | 1,939 | 1,719 | 2,287 | 1,057 | 801 | 443 | 556 | 753 | 2,853 | 1,593 | 650 | 1,141 | 1901 |
| **CARRIAGE AND WAGON DEPARTMENT.** | | | | | | | | | | | | | | | | | | | | | |
| 80 | 145 | 193 | 157 | ... | 71 | 99 | 157 | 248 | 333 | 472 | 443 | 122 | 139 | ... | ... | ... | 922 | ... | ... | 142 | 1897 |
| 153 | 548 | 164 | 179 | ... | 63 | 53 | 147 | 275 | 316 | 474 | 458 | 163 | 200 | 79 | ... | 239 | 869 | 371 | 172 | 186 | 1898 |
| 135 | 1,065 | 182 | 221 | ... | 78 | 169 | 146 | 309 | 375 | 444 | 440 | 182 | 242 | 116 | 139 | 381 | 1,001 | 370 | 144 | 834 | 1899 |
| 141 | 774 | 227 | 233 | ... | 96 | 62 | 160 | 331 | 418 | 466 | 498 | 180 | 139 | 96 | 247 | 350 | 1,275 | 314 | 101 | 227 | 1900 |
| 159 | 212 | 209 | 277 | ‡ | 76 | 216 | 158 | 355 | 411 | 487 | 528 | 172 | 143 | 167 | 163 | 228 | 1,064 | 331 | 138 | 214 | 1901 |
| **TRAFFIC DEPARTMENT.** | | | | | | | | | | | | | | | | | | | | | |
| 556 | 1,092 | 567 | 437 | ... | 203 | 166 | 527 | 582 | 998 | 770 | 997 | 470 | 787 | ... | ... | ... | 1,176 | ... | ... | 814 | 1897 |
| 563 | 1,179 | 553 | 452 | ... | 182 | 207 | 483 | 534 | 966 | 743 | 1,032 | 441 | 1,065 | 566 | ... | 760 | 1,003 | 1,287 | 851 | 712 | 1898 |
| 502 | 1,133 | 532 | 474 | ... | 195 | 283 | 474 | 546 | 1,128 | 714 | 969 | 447 | 768 | 514 | 1,064 | 783 | 1,325 | 1,567 | 942 | 725 | 1899 |
| 533 | 1,164 | 596 | 477 | ... | 214 | 319 | 494 | 577 | 1,127 | 707 | 942 | 501 | 695 | 514 | 988 | 800 | 1,353 | 1,642 | 1,013 | 718 | 1900 |
| 506 | 1,336 | 653 | 524 | ‡ | 184 | 293 | 413 | 561 | 1,118 | 684 | 962 | 405 | 784 | 518 | 1,025 | 828 | 1,190 | 1,538 | 1,006 | 559 | 1901 |
| **GENERAL CHARGES.** | | | | | | | | | | | | | | | | | | | | | |
| 826 | 515 | 473 | 514 | ... | 113 | 124 | 489 | 554 | 1,937 | 580 | 683 | 390 | 1,575 | ... | ... | ... | 1,451 | ... | ... | 389 | 1897 |
| 781 | 526 | 455 | 525 | ... | 112 | 207 | 476 | 570 | 1,784 | 574 | 733 | 399 | 1,814 | 405 | ... | 638 | 1,463 | 801 | 549 | 417 | 1898 |
| 802 | 491 | 430 | 537 | ... | 127 | 212 | 460 | 523 | 1,872 | 572 | 727 | 473 | 1,778 | 387 | 330 | 660 | 1,608 | 454 | 251 | 466 | 1899 |
| 712 | 491 | 446 | 529 | ... | 127 | 262 | 447 | 501 | 1,879 | 601 | 632 | 346 | 1,714 | 385 | 346 | 650 | 1,431 | 419 | 253 | 416 | 1900 |
| 641 | 579 | 442 | 597 | ‡ | 134 | 252 | 447 | 530 | 1,929 | 612 | 648 | 361 | 1,772 | 423 | 331 | 733 | 1,679 | 533 | 283 | 423 | 1901 |
| **TOTAL WORKING EXPENSES.*** | | | | | | | | | | | | | | | | | | | | | |
| 3,049 | 4,002 | 2,945 | 2,660 | ... | 1,179 | 1,325 | 2,810 | 3,448 | 5,948 | 4,569 | 5,357 | 2,289 | 3,983 | ... | ... | ... | 8,059 | ... | ... | 2,902 | 1897 |
| 4,305 | 5,323 | 2,878 | 2,790 | ... | 1,549 | 1,380 | 2,633 | 3,233 | 5,824 | 4,321 | 5,497 | 2,249 | 4,899 | 1,705 | ... | 3,279 | 8,109 | 4,580 | 2,649 | 2,867 | 1898 |
| 5,135 | 5,550 | 3,201 | 3,100 | ... | 1,810 | 1,675 | 2,558 | 3,297 | 6,753 | 4,208 | 5,486 | 2,654 | 4,240 | 1,734 | 2,514 | 3,450 | 9,085 | 4,821 | 2,388 | 3,947 | 1899 |
| 3,060 | 5,746 | 3,234 | 2,900 | ... | 1,715 | 1,965 | 2,609 | 3,530 | 6,715 | 4,189 | 5,566 | 2,803 | 3,798 | 1,799 | 2,469 | 3,500 | 8,804 | 4,647 | 2,481 | 3,855 | 1900 |
| 2,870 | 6,196 | 3,196 | 2,817 | 1,185 | 1,635 | 1,864 | 2,352 | 3,583 | 7,028 | 4,399 | 5,895 | 2,479 | 4,106 | 1,877 | 2,663 | 3,347 | 9,300 | 5,104 | 2,806 | 3,069 | 1901 |

rent of leased lines and contribution to Provident Fund.
to the Bengal-Nágpur railway and partly to the Madras railway from the 1st January 1901.
not available.
has been closed from 25th March 1900 and subsequently abandoned.

## Appendix 27.
Train-mile expenses.



*Working expenses per train-mile*

(Referred to in paragraphs

***N.B.***—A reference to Appendix 2 will furnish the key

| GAUGE. | 5′ 6″ | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Class: No. | 1 | 2 | | 3 | 4 | | 6 | 7 | | | 8 G. I. P. SYSTEM. | | 9 B. B. & C. I. SYSTEM. | | 10 N. G. S. SYSTEM. | | 11 MADRAS SYSTEM. | | 12 | 13 |
| Calendar year. | E. I. | E. B. SYSTEM. 5′ 6″ gauge (*a*). | E. B. SYSTEM. Other gauges (*b*) to (*e*). | B. C. | B. N. (*a*) & (*b*). | E. C. | O. & R. | N. W. SYSTEM. Com. sec. | N. W. SYSTEM. Mily. sec. | N. W. SYSTEM. Total. | G.I.P. (*a*) to (*c*). | I. M. (*d*) to (*h*). | B. B. & C. I. (*a*) to (*e*) & (*k*) & (*l*). | R. M. (*f*) to (*j*). | N. G. S. (*a*) & (*b*). | H. G. V. (*c*). | M. (*a*) to (*c*). | Nilgiri (*d*). | B. D. | D. S. |
| **ENGINEERING DEPARTMENT.** | | | | | | | | | | | | | | | | | | | | |
| 1897 | 0·34 | 0·37 | 0·38 | 0·39 | 0·45 | 0·42 | 0·56 | 0·59 | 1·07 | 0·66 | 0·51 | 0·38 | 1·06 | 0·40 | 0·61 | ... | 0·49 | ... | 0·43 | 1·28 |
| 1898 | 0·32 | 0·42 | 0·43 | 0·44 | 0·49 | 0·55 | 0·44 | 0·49 | 1·04 | 0·56 | 0·42 | 0·40 | 0·72 | 0·35 | 0·49 | ... | 0·49 | ... | 0·78 | 1·10 |
| 1899 | 0·37 | 0·68 | 0·37 | 0·44 | 0·54 | 0·47 | 0·41 | 0·42 | 1·32 | 0·53 | 0·43 | 0·42 | 0·73 | 0·43 | 0·49 | ... | 0·45 | 0·90 | 0·69 | 0·56 |
| 1900 | 0·39 | 0·64 | 0·36 | 0·45 | 0·37 | 0·47 | 0·47 | 0·41 | 0·92 | 0·48 | 0·31 | 0·36 | 0·77 | 0·44 | 0·62 | 0·45 | 0·49 | ... | 0·42 | 0·71 |
| 1901 | 0·39 | 0·51 | 0·36 | 0·49 | 0·48 | † | 0·42 | 0·38 | 0·85 | 0·45 | 0·35 | 0·29 | 0·52 | 0·42 | 0·33 | 0·45 | 0·34 | 0·36 | 0·26 | 0·72 |
| **LOCOMOTIVE DEPARTMENT.** | | | | | | | | | | | | | | | | | | | | |
| 1897 | 0·37 | 0·57 | 0·35 | 0·35 | 0·50 | 0·69 | 0·60 | 0·72 | 0·82 | 0·74 | 0·77 | 0·73 | 0·96 | 0·63 | 0·52 | ... | 0·82 | ... | 0·42 | 0·42 |
| 1898 | 0·42 | 0·41 | 0·34 | 0·32 | 0·53 | 0·72 | 0·49 | 0·73 | 0·83 | 0·74 | 0·79 | 0·72 | 1·03 | 0·60 | 0·53 | ... | 0·80 | ... | 0·55 | 0·40 |
| 1899 | 0·43 | 0·45 | 0·32 | 0·37 | 0·52 | 0·60 | 0·41 | 0·78 | 0·87 | 0·79 | 0·83 | 0·74 | 1·01 | 0·63 | 0·57 | 0·62 | 0·89 | 1·16 | 0·65 | 0·42 |
| 1900 | 0·45 | 0·51 | 0·33 | 0·35 | 0·50 | 0·61 | 0·57 | 0·84 | 0·90 | 0·85 | 0·84 | 0·72 | 0·95 | 0·68 | 0·49 | 0·48 | 0·82 | 1·42 | 0·60 | 0·45 |
| 1901 | 0·45 | 0·65 | 0·39 | 0·43 | 0·52 | † | 0·49 | 0·77 | 0·84 | 0·78 | 0·88 | 0·72 | 1·06 | 0·69 | 0·52 | 0·41 | 0·75 | 1·57 | 0·64 | 0·48 |
| **CARRIAGE AND WAGON DEPARTMENT.** | | | | | | | | | | | | | | | | | | | | |
| 1897 | 0·13 | 0·13 | 0·10 | 0·05 | 0·15 | 0·10 | 0·30 | 0·14 | 0·11 | 0·10 | 0·25 | 0·17 | 0·37 | 0·16 | 0·13 | ... | 0·23 | ... | 0·06 | 0·23 |
| 1898 | 0·13 | 0·17 | 0·10 | 0·13 | 0·13 | 0·14 | 0·18 | 0·16 | 0·12 | 0·16 | 0·39 | 0·17 | 0·38 | 0·16 | 0·13 | ... | 0·19 | ... | 0·11 | 0·20 |
| 1899 | 0·13 | 0·23 | 0·10 | 0·11 | 0·12 | 0·12 | 0·27 | 0·17 | 0·13 | 0·17 | 0·25 | 0·19 | 0·47 | 0·15 | 0·12 | 0·03 | 0·17 | 0·08 | 0·17 | 0·19 |
| 1900 | 0·13 | 0·22 | 0·12 | 0·07 | 0·11 | 0·10 | 0·20 | 0·17 | 0·13 | 0·16 | 0·19 | 0·14 | 0·43 | 0·20 | 0·09 | 0·03 | 0·17 | 0·09 | 0·12 | 0·22 |
| 1901 | 0·13 | 0·30 | 0·15 | 0·09 | 0·15 | † | 0·11 | 0·21 | 0·14 | 0·20 | 0·21 | 0·17 | 0·36 | 0·23 | 0·13 | 0·04 | 0·15 | 0·08 | 0·14 | 0·20 |
| **TRAFFIC DEPARTMENT.** | | | | | | | | | | | | | | | | | | | | |
| 1897 | 0·28 | 0·47 | 0·30 | 0·31 | 0·31 | 0·33 | 0·33 | 0·30 | 0·37 | 0·31 | 0·32 | 0·30 | 0·39 | 0·30 | 0·29 | ... | 0·31 | ... | 0·49 | 0·25 |
| 1898 | 0·28 | 0·53 | 0·30 | 0·34 | 0·30 | 0·39 | 0·29 | 0·28 | 0·35 | 0·29 | 0·32 | 0·28 | 0·40 | 0·28 | 0·28 | ... | 0·33 | ... | 0·64 | 0·22 |
| 1899 | 0·28 | 0·54 | 0·30 | 0·32 | 0·31 | 0·35 | 0·29 | 0·30 | 0·35 | 0·30 | 0·32 | 0·26 | 0·36 | 0·25 | 0·29 | 0·34 | 0·32 | 0·17 | 0·78 | 0·23 |
| 1900 | 0·28 | 0·55 | 0·29 | 0·35 | 0·27 | 0·30 | 0·30 | 0·32 | 0·35 | 0·32 | 0·34 | 0·24 | 0·34 | 0·24 | 0·24 | 0·24 | 0·31 | 0·25 | 0·60 | 0·26 |
| 1901 | 0·29 | 0·57 | 0·30 | 0·37 | 0·33 | † | 0·29 | 0·29 | 0·31 | 0·29 | 0·31 | 0·26 | 0·41 | 0·27 | 0·27 | 0·24 | 0·29 | 0·25 | 0·36 | 0·27 |
| **GENERAL CHARGES.** | | | | | | | | | | | | | | | | | | | | |
| 1897 | 0·15 | 0·18 | 0·15 | 0·29 | 0·31 | 0·28 | 0·17 | 0·13 | 0·20 | 0·14 | 0·15 | 0·29 | 0·23 | 0·22 | 0·32 | ... | 0·22 | ... | 0·51 | 0·38 |
| 1898 | 0·14 | 0·19 | 0·15 | 0·35 | 0·30 | 0·34 | 0·15 | 0·13 | 0·20 | 0·14 | 0·14 | 0·26 | 0·22 | 0·20 | 0·28 | ... | 0·22 | ... | 0·62 | 0·35 |
| 1899 | 0·14 | 0·19 | 0·14 | 0·35 | 0·31 | 0·26 | 0·15 | 0·13 | 0·20 | 0·14 | 0·14 | 0·24 | 0·19 | 0·18 | 0·28 | 0·20 | 0·22 | 0·06 | 0·63 | 0·33 |
| 1900 | 0·14 | 0·19 | 0·14 | 0·34 | 0·24 | 0·22 | 0·15 | 0·15 | 0·21 | 0·16 | 0·15 | 0·21 | 0·16 | 0·14 | 0·21 | 0·19 | 0·22 | 0·10 | 0·42 | 0·34 |
| 1901 | 0·14 | 0·20 | 0·15 | 0·42 | 0·26 | † | 0·13 | 0·12 | 0·18 | 0·13 | 0·17 | 0·14 | 0·25 | 0·16 | 0·25 | 0·26 | 0·18 | 0·09 | 0·44 | 0·32 |
| **TOTAL WORKING EXPENSES.*** | | | | | | | | | | | | | | | | | | | | |
| 1897 | 1·36 | 1·98 | 1·33 | 1·60 | 1·79 | 1·85 | 2·06 | 1·92 | 2·60 | 2·03 | 2·09 | 2·05 | 3·08 | 1·75 | 2·02 | ... | 2·12 | ... | 1·95 | 2·57 |
| 1898 | 1·42 | 1·84 | 1·38 | 1·74 | 1·80 | 2·17 | 1·65 | 1·83 | 2·57 | 1·91 | 2·20 | 1·97 | 2·88 | 1·61 | 1·90 | ... | 2·06 | ... | 1·88 | 2·28 |
| 1899 | 1·46 | 2·20 | 1·28 | 1·70 | 1·87 | 1·85 | 1·61 | 1·85 | 2·92 | 1·98 | 2·11 | 1·98 | 2·86 | 1·68 | 2·01 | 1·19 | 2·09 | 2·51 | 2·99 | 1·74 |
| 1900 | 1·50 | 2·22 | 1·31 | 1·84 | 1·58 | 1·77 | 1·75 | 1·95 | 2·57 | 2·04 | 1·95 | 1·86 | 2·85 | 1·74 | 1·74 | 1·41 | 2·10 | 1·96 | 2·25 | 1·99 |
| 1901 | 1·52 | 2·35 | 1·59 | 2·03 | 1·86 | † | 1·51 | 1·82 | 2·35 | 1·89 | 2·01 | 1·65 | 2·73 | 1·84 | 1·56 | 1·44 | 1·80 | 2·46 | 1·94 | 2·01 |

* Includes special and miscellaneous expenditure, direct

† Transferred partly

‡ Information

*N.B.*—Excludes Cherra-Companyganj

## DIX 27.

*of each railway (by systems).*

## Appendix 27.
Train-mile expenses.

40 and 45 of Report.)

to the code letters used to express railway systems.

| 3′ 3⅜″. | | | | | | | | | | | | 2′ 6″. | | | | | 2′ 0″. | | | | GAUGE. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 | 15 | 16 | 17 | | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | CLASS No. |
| A. B. | D. | B. & N. W. | R. & K. SYSTEM. R. & K. (*a*) & (*b*). | R. & K. SYSTEM. P. L. (*c*). | J. B. | U. C. | B. G. J. P. | S. M. | W. I. P. | S. I. | B. | M. R. W. | B. L. | B. P. | R. K. L. | T. B. | D. H. | H. A. | H. S. | J. | Calendar year. |
| **ENGINEERING DEPARTMENT.** | | | | | | | | | | | | | | | | | | | | | |
| 0·64 | 0·31 | 0·35 | 0·37 | ... | 0·24 | 0·78 | 0·46 | 0·29 | 1·05 | 0·32 | 0·44 | 0·24 | 0·11 | ... | ... | ... | 0·48 | ... | ... | 0·74 | 1897 |
| 1·30 | 0·31 | 0·34 | 0·37 | ... | 0·47 | 0·62 | 0·50 | 0·44 | 0·98 | 0·27 | 0·43 | 0·23 | 0·09 | 0·11 | ... | 0·58 | 0·48 | 0·55 | 0·36 | 0·86 | 1898 |
| 0·70 | 0·34 | 0·36 | 0·39 | ... | 0·43 | 0·46 | 0·44 | 0·41 | 0·50 | 0·24 | 0·42 | 0·27 | 0·67 | 0·12 | 0·38 | 0·55 | 0·63 | 0·56 | 0·34 | 1·00 | 1899 |
| 0·74 | 0·27 | 0·36 | 0·34 | ... | 0·31 | 0·40 | 0·37 | 0·38 | 0·80 | 0·28 | 0·40 | 0·19 | 1·06 | 0·12 | 0·37 | 0·52 | 0·37 | 0·37 | 0·35 | 1·81 | 1900 |
| 0·83 | 0·26 | 0·35 | 0·30 | ‡ | 0·45 | 0·58 | 0·51 | 0·45 | 0·83 | 0·26 | 0·43 | 0·25 | 0·64 | 0·11 | 0·39 | 0·46 | 0·66 | 0·38 | 0·42 | 0·31 | 1901 |
| **LOCOMOTIVE DEPARTMENT.** | | | | | | | | | | | | | | | | | | | | | |
| 0·52 | 0·46 | 0·26 | 0·32 | ... | 0·47 | 0·45 | 0·59 | 0·46 | 1·49 | 0·49 | 0·55 | 0·45 | 0·48 | ... | ... | ... | 0·79 | ... | ... | 0·65 | 1897 |
| 0·44 | 0·62 | 0·26 | 0·30 | ... | 0·47 | 0·57 | 0·58 | 0·57 | 1·51 | 0·51 | 0·57 | 0·44 | 0·18 | 0·16 | ... | 0·42 | 0·86 | 0·45 | 0·25 | 0·67 | 1898 |
| 0·43 | 0·57 | 0·29 | 0·30 | ... | 0·55 | 0·64 | 0·58 | 0·57 | 0·89 | 0·52 | 0·62 | 0·48 | 1·00 | 0·20 | 0·33 | 0·42 | 0·84 | 0·44 | 0·31 | 0·63 | 1899 |
| 0·43 | 0·74 | 0·29 | 0·29 | ... | 0·56 | 0·75 | 0·55 | 0·54 | 1·12 | 0·51 | 0·67 | 0·53 | 1·29 | 0·19 | 0·33 | 0·45 | 0·79 | 0·49 | 0·24 | 0·63 | 1900 |
| 0·48 | 1·04 | 0·29 | 0·33 | ‡ | 0·61 | 0·76 | 0·61 | 0·55 | 1·09 | 0·57 | 0·74 | 0·60 | 0·98 | 0·16 | 0·38 | 0·46 | 0·83 | 0·57 | 0·37 | 1·19 | 1901 |
| **CARRIAGE AND WAGON DEPARTMENT.** | | | | | | | | | | | | | | | | | | | | | |
| 0·06 | 0·05 | 0·08 | 0·09 | ... | 0·07 | 0·12 | 0·11 | 0·09 | 0·33 | 0·14 | 0·14 | 0·07 | 0·03 | ... | ... | ... | 0·29 | ... | ... | 0·13 | 1897 |
| 0·09 | 0·17 | 0·06 | 0·09 | ... | 0·06 | 0·07 | 0·11 | 0·16 | 0·29 | 0·15 | 0·14 | 0·09 | 0·03 | 0·03 | ... | 0·16 | 0·28 | 0·18 | 0·11 | 0·18 | 1898 |
| 0·08 | 0·35 | 0·07 | 0·11 | ... | 0·06 | 0·21 | 0·11 | 0·17 | 0·17 | 0·14 | 0·14 | 0·09 | 0·28 | 0·06 | 0·10 | 0·21 | 0·31 | 0·14 | 0·08 | 0·73 | 1899 |
| 0·10 | 0·24 | 0·08 | 0·11 | ... | 0·07 | 0·06 | 0·11 | 0·15 | 0·25 | 0·16 | 0·16 | 0·08 | 0·35 | 0·04 | 0·17 | 0·21 | 0·35 | 0·12 | 0·06 | 0·22 | 1900 |
| 0·14 | 0·07 | 0·08 | 0·13 | ‡ | 0·07 | 0·28 | 0·14 | 0·18 | 0·23 | 0·16 | 0·17 | 0·10 | 0·17 | 0·06 | 0·11 | 0·12 | 0·31 | 0·12 | 0·08 | 0·18 | 1901 |
| **TRAFFIC DEPARTMENT.** | | | | | | | | | | | | | | | | | | | | | |
| 0·42 | 0·39 | 0·23 | 0·26 | ... | 0·19 | 0·22 | 0·36 | 0·22 | 1·00 | 0·23 | 0·31 | 0·25 | 0·17 | ... | ... | ... | 0·37 | ... | ... | 0·74 | 1897 |
| 0·35 | 0·36 | 0·22 | 0·25 | ... | 0·18 | 0·27 | 0·37 | 0·31 | 0·90 | 0·24 | 0·33 | 0·25 | 0·18 | 0·24 | ... | 0·48 | 0·37 | 0·61 | 0·50 | 0·68 | 1898 |
| 0·34 | 0·37 | 0·20 | 0·23 | ... | 0·15 | 0·35 | 0·35 | 0·29 | 0·49 | 0·23 | 0·31 | 0·23 | 0·94 | 0·22 | 0·76 | 0·48 | 0·41 | 0·63 | 0·56 | 0·63 | 1899 |
| 0·39 | 0·36 | 0·22 | 0·23 | ... | 0·16 | 0·33 | 0·33 | 0·26 | 0·69 | 0·24 | 0·30 | 0·21 | 1·35 | 0·21 | 0·67 | 0·48 | 0·30 | 0·63 | 0·59 | 0·70 | 1900 |
| 0·45 | 0·42 | 0·24 | 0·24 | ‡ | 0·16 | 0·39 | 0·36 | 0·28 | 0·63 | 0·23 | 0·31 | 0·23 | 0·96 | 0·19 | 0·70 | 0·50 | 0·35 | 0·55 | 0·58 | 0·46 | 1901 |
| **GENERAL CHARGES.** | | | | | | | | | | | | | | | | | | | | | |
| 0·62 | 0·19 | 0·19 | 0·30 | ... | 0·10 | 0·16 | 0·33 | 0·21 | 1·93 | 0·18 | 0·22 | 0·21 | 0·34 | ... | ... | ... | 0·45 | ... | ... | 0·35 | 1897 |
| 0·49 | 0·16 | 0·18 | 0·29 | ... | 0·10 | 0·28 | 0·36 | 0·33 | 1·66 | 0·18 | 0·23 | 0·22 | 0·31 | 0·18 | ... | 0·42 | 0·47 | 0·37 | 0·31 | 0·39 | 1898 |
| 0·54 | 0·16 | 0·16 | 0·26 | ... | 0·10 | 0·26 | 0·34 | 0·28 | 0·82 | 0·19 | 0·23 | 0·25 | 2·11 | 0·17 | 0·24 | 0·39 | 0·50 | 0·18 | 0·14 | 0·40 | 1899 |
| 0·52 | 0·17 | 0·17 | 0·26 | ... | 0·09 | 0·27 | 0·30 | 0·23 | 1·14 | 0·20 | 0·20 | 0·15 | 3·18 | 0·15 | 0·23 | 0·39 | 0·31 | 0·16 | 0·15 | 0·41 | 1900 |
| 0·57 | 0·18 | 0·16 | 0·27 | ‡ | 0·12 | 0·34 | 0·39 | 0·26 | 1·09 | 0·20 | 0·21 | 0·20 | 2·16 | 0·15 | 0·22 | 0·45 | 0·49 | 0·19 | 0·16 | 0·35 | 1901 |
| **TOTAL WORKING EXPENSES.*** | | | | | | | | | | | | | | | | | | | | | |
| 2·30 | 1·43 | 1·18 | 1·58 | ... | 1·13 | 1·76 | 1·91 | 1·30 | 5·95 | 1·38 | 1·70 | 1·25 | 0·85 | ... | ... | ... | 2·47 | ... | ... | 2·65 | 1897 |
| 2·70 | 1·64 | 1·12 | 1·53 | ... | 1·27 | 1·82 | 1·99 | 1·86 | 5·41 | 1·38 | 1·74 | 1·25 | 0·83 | 0·72 | ... | 2·13 | 2·56 | 2·18 | 1·53 | 2.71 | 1898 |
| 2·12 | 1·82 | 1·19 | 1·50 | ... | 1·41 | 2·07 | 1·90 | 1·78 | 2·96 | 1·36 | 1·76 | 1·37 | 5·11 | 0·75 | 1·81 | 2·09 | 2·78 | 1·94 | 1·44 | 3·40 | 1899 |
| 2·23 | 1·79 | 1·20 | 1·40 | ... | 1·29 | 2·01 | 1·73 | 1·61 | 4·08 | 1·43 | 1·77 | 1·17 | 7·41 | 0·72 | 1·67 | 2·12 | 2·38 | 1·77 | 1·44 | 3·78 | 1900 |
| 2·54 | 1·96 | 1·18 | 1·31 | 0·81 | 1·46 | 2·48 | 2·06 | 1·77 | 3·95 | 1·46 | 1·90 | 1·40 | 5·01 | 0·68 | 1·80 | 2·05 | 2·69 | 1·82 | 1·61 | 2·55 | 1901 |

charges, rent of leased lines and contribution to Provident Fund.
to the Bengal-Nágpur railway and partly to the Madras railway from the 1st January 1901.
not available.
railway which has been closed for traffic from 25th March 1900 and subsequently abandoned.

Appendix 28.
Fuel consumption.

# APPENDIX 28.

## *Coal and wood fuel consumed by each railway (by systems) and price paid per ton during the Calendar years 1897 to 1901.*

(Referred to in paragraphs 33 and 43 of Report.)

*N.B.*—A reference to Appendix 2 will furnish the key to the code letters used to express railway systems.

| Class : No. | Railway. | Calendar year. | Sources of Supply. * Name. | Average distance carried in miles. † | Description of fuel with quantity consumed and cost per ton. Foreign coal. Quantity in tons. | Foreign coal. Cost per ton. Including freight. | Foreign coal. Cost per ton. Excluding freight. | Indian coal. Quantity in tons. | Indian coal. Cost per ton. Including freight. | Indian coal. Cost per ton. Excluding freight. | Wood. Quantity in tons. | Wood. Cost per ton. Including freight. | Wood. Cost per ton. Excluding freight. | Consumption in lb. Per train mile. | Per Engine mile. | Per 1,000 freight ton miles. | Per 1,000 gross ton miles. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Rs. | Rs. | | Rs. | | | Rs. | Rs. | | | | |
| 1 | E. I. | 1897 | Bengal and Umaria | 253 | ... | ... | ... | 359,609 | 4·03 | 1·87 | ... | ... | ... | 61·00 | 50·49 | 470·23 | 164·54 |
| | | 1898 | | 240 | ... | ... | ... | 379,746 | 4·12 | 2·08 | ... | ... | ... | 60 92 | 50 03 | 468·52 | 164·67 |
| | | 1899 | | 243 | ... | ... | ... | 412,376 | 4·15 | 2·08 | ... | ... | ... | 62·37 | 50·82 | 475 67 | 167·41 |
| | | 1900 | | 255 | ... | ... | ... | 461,061 | 4·19 | 2·03 | ... | ... | ... | 63·80 | 51·61 | 491·00 | 173·42 |
| | | 1901 | | 245 | ... | ... | ... | 474,034 | 4·00 | 1·91 | | | | 63·05 | 50·47 | 470·61 | 164·71 |
| 2 (a) | E. B. S. | 1897 | Bengal | ... | ... | ... | ... | 55,132 | 5·10 | ... | ... | ... | ... | 60·77 | 43·67 | 853·27 | 189·60 |
| | | 1898 | | ... | ... | ... | ... | 52,420 | 4·79 | ... | ... | ... | ... | 59·91 | 42·62 | 822·96 | 189·30 |
| | | 1899 | | ... | ... | ... | ... | 56,305 | 5·02 | ... | ... | ... | ... | 62·83 | 44·37 | 844·02 | 194·99 |
| | | 1900 | | 177 | ... | ... | ... | 62,485 | 5·69 | 2·90 | ... | ... | ... | 68·39 | 48·47 | 881·82 | 201·99 |
| | | 1901 | | 186 | ... | ... | ... | 65,479 | 5·93 | 2·80 | ... | ... | ... | 71·66 | 51·09 | 1008·11 | 226·09 |
| 3 | B. C. | 1897 | Bengal | 162 | ... | ... | ... | 11,209 | 5·17 | 2·38 | ... | ... | ... | 61·79 | 53·35 | 1896·27 | 240·45 |
| | | 1898 | | 162 | ... | ... | ... | 9,822 | 6·04 | 3·00 | ... | ... | ... | 58·31 | 50·18 | 2079·34 | 265·10 |
| | | 1899 | | 162 | ... | ... | ... | 9,264 | 6·21 | 3·25 | ... | ... | ... | 50·59 | 45·79 | 1662·07 | 216·39 |
| | | 1900 | | 162 | ... | ... | ... | 9,585 | 6·35 | 3·00 | ... | ... | ... | 48·62 | 40·92 | 1106·46 | 182·55 |
| | | 1901 | | 162 | ... | ... | ... | 8,710 | 6·20 | 3·00 | ... | ... | ... | 52·05 | 41·75 | 1283·43 | 172·62 |
| 4 (a) | B. N. | 1897 | Bengal and Umaria | 254 | ... | ... | ... | 42,553 | 6·12 | 2·86 | ... | ... | ... | 52·95 | 47·51 | 646·58 | 150·24 |
| | | 1898 | | 266 | ... | ... | ... | 46,571 | 6·40 | 2·99 | ... | ... | ... | 53·47 | 48·47 | 671·57 | 158·25 |
| | | 1899 | | 269 | ... | ... | ... | 60,955 | 6·82 | 3·39 | ... | ... | ... | 58·64 | 52·91 | 567·92 | 151·82 |
| | | 1900 | | 242 | ... | ... | ... | 101,215 | 5·99 | 2·99 | ... | ... | ... | 68·30 | 61·62 | 508·83 | 164·41 |
| | | 1901 | | 331 | ... | ... | ... | 95,231 | 6·26 | 2·50 | ... | ... | ... | 57·99 | 51·92 | 826·90 | 178·95 |
| 4 (b) | R. D. | 1897 | Bengal | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | 1898 | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | 1899 | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | 1900 | | 482 | ... | ... | ... | 369 | 8·12 | 2·44 | ... | ... | ... | ... | ... | ... | ... |
| | | 1901 | | 481 | ... | ... | ... | 599 | 8·06 | 2·38 | | | | 22·70 | 22·11 | 1282·31 | 367·28 |
| | E. C. | 1897 | Bengal and Singareni | 195 | ... | ... | ... | 23,680 | 8·58 | ... | ... | ... | ... | 48·05 | 41·96 | 830·22 | 155·10 |
| | | 1898 | | 284 | ... | ... | ... | 21,979 | 7·42 | ... | ... | ... | ... | 52·21 | 44·61 | 855·63 | 170·47 |
| | | 1899 | | 220 | ... | ... | ... | 37,247 | 7·32 | ... | ... | ... | ... | 55·99 | 50·47 | 812·89 | 180·45 |
| | | 1900 | | 249 | ... | ... | ... | 53,479 | 7·47 | ... | ... | ... | ... | 60·38 | 56·00 | 689·85 | 178·13 |
| | | 1901 | | Transferred partly to the Bengal-Nágpur and partly to the Madras railways. | | | | | | | | | | | | | |
| 5 | P. T. | 1897 | Bengal | ‡ | ... | ... | ... | 1,711 | 5·88 | ... | ... | ... | ... | ... | ... | ... | ... |
| | | 1898 | | | ... | ... | ... | 1,638 | 5·50 | ... | ... | ... | ... | ... | ... | ... | ... |
| | | 1899 | | | ... | ... | ... | 1,827 | 6·00 | ... | ... | ... | ... | ... | ... | ... | ... |
| | | 1900 | | | ... | ... | ... | 1,784 | 6·00 | ... | ... | ... | ... | ... | ... | ... | ... |
| | | 1901 | | | ... | ... | ... | 1,474 | 6·00 | ... | ... | ... | ... | ... | ... | ... | ... |
| 6 | O. & R. | 1897 | Bengal | 537 | ... | ... | ... | 40,943 | 11·04 | 4·37 | ... | ... | ... | 39·93 | 33·30 | 570·68 | 129·36 |
| | | 1898 | | 507 | ... | ... | ... | 48,136 | 10·53 | 3·87 | ... | ... | ... | 40·70 | 34·55 | 587·03 | 132·05 |
| | | 1899 | | 537 | ... | ... | ... | 56,878 | 10·33 | 3·37 | ... | ... | ... | 41·56 | 35·57 | 573·19 | 135·83 |
| | | 1900 | | 528 | ... | ... | ... | 76,503 | 10·18 | 3·18 | ... | ... | ... | 49·88 | 42·05 | 811·20 | 177·86 |
| | | 1901 | | 528 | ... | ... | ... | 92,868 | 10·39 | 2·97 | ... | ... | ... | 51·04 | 43·60 | 784·95 | 172·47 |
| 7(a) to (e) | N. W. | 1897 | England, Bengal, Dandot, Bhagan-wala and Khost | §838 | 6,667 | ... | 20·89 | 135,048 | §14·61 | ‖11·26 | 136,036 | 4·99 | ... | 68·32 | 60·36 | 924·19 | 218·57 |
| | | 1898 | | §838 | 24,385 | ... | 17·68 | 139,939 | §14·23 | ‖11·34 | 171,097 | 5·07 | ... | 70·91 | 62·76 | 731·41 | 204·06 |
| | | 1899 | | §838 | 29,768 | ... | 19·20 | 144,878 | §15·63 | 7·56 | 145,008 | 5·27 | ... | 69·80 | 61·55 | 759·97 | 202·79 |
| | | 1900 | | §838 | 24,035 | ... | 26·80 | 158,458 | §17·25 | 7·44 | 123,828 | 5·36 | ... | 71·44 | 62·42 | 901·80 | 226·89 |
| | | 1901 | | §838 | 11,074 | ... | 22·27 | 194,134 | §16·81 | 5·38 | 180,521 | 5·21 | ... | 71·59 | 62·79 | 724·51 | 208·64 |
| 8 (a) to (g) | G. I. P. | 1897 | England, Bengal, Singareni, Umaria, Nerbuda and Warora. | 311 | 13,674 | ... | ... | 273,237 | 8·15 | 5·16 | 3,371 | ... | 2·98 | 59·73 | 52·65 | 961·44 | 213·79 |
| | | 1898 | | 356 | 1,236 | ... | 19·50 | 298,631 | 8·52 | 5 36 | 3,018 | ... | 2·97 | 59·63 | 52·67 | 728·62 | 192·05 |
| | | 1899 | | 350 | 197 | ... | 19·50 | 337,716 | 8·31 | 5·48 | 3,511 | ... | 2·86 | 64·98 | 56·91 | 791·71 | 206·27 |
| | | 1900 | | 371 | ... | ... | ... | 376,245 | 7·86 | 5·24 | 3,883 | ... | 3·05 | 69·01 | 60·10 | 818·76 | 209·80 |
| | | 1901 | | 318 | ... | ... | ... | 381,380 | 8·57 | 6·18 | 4,349 | ... | 2·62 | 66·81 | 58·04 | 763·64 | 198·06 |
| 9 (a) to (f) | B., B. & C. I. | 1897 | England, Bengal and Singareni | 170 | 22,477 | 24·30 | .. | 46,075 | 12·44 | ... | 1,399 | 5·41 | ... | 54·35 | 46·89 | 577·08 | 161·01 |
| | | 1898 | | 168 | 8,283 | 17·66 | ... | 67,128 | 13·52 | ... | 1,540 | 5·42 | ... | 61·92 | 52·52 | 489·95 | 160·07 |
| | | 1899 | | 164 | 26,212 | 19·68 | ... | 53,042 | 15·16 | ... | 1,885 | 4·05 | ... | 57·03 | 49·07 | 493·07 | 148·54 |
| | | 1900 | | 164 | 16,136 | 22·73 | ... | 74,587 | 15·84 | ... | 2,175 | 3·88 | ... | 59·14 | 50 43 | 512·91 | 147·05 |
| | | 1901 | | 138 | 5 | 27·00 | ... | 77,916 | 16·13 | ... | 2,049 | 3·80 | ... | 60·54 | 51·40 | 527·28 | 156·30 |
| 10 (a) (b) | N. G. S. | 1897 | Singareni | 110 | ... | ... | ... | 26,987 | ... | 4·56 | ... | ... | ... | 66·46 | 58·48 | 559·65 | 175·09 |
| | | 1898 | | 105 | ... | ... | ... | 29,897 | ... | 4·61 | ... | ... | ... | 70·61 | 62·49 | 550·83 | 180·13 |
| | | 1899 | | 105 | ... | ... | ... | 27,675 | ... | 4·60 | ... | ... | ... | 65·02 | 56·67 | 493·59 | 163·98 |
| | | 1900 | | 101 | ... | ... | ... | 36,625 | ... | 4·36 | ... | ... | ... | 69·96 | 60·89 | 541·65 | 172·81 |
| | | 1901 | | 102 | ... | ... | ... | 29,307 | ... | 4·60 | ... | ... | ... | 63·54 | 54·15 | 587·37 | 174·91 |
| 10 (c) | H. G. V. | 1897 | Singareni | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | 1898 | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | 1899 | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | 1900 | | 493 | ... | ... | ... | 8,969 | 10·77 | 4·50 | ... | ... | ... | 44·00 | 40·39 | 1,197·34 | 264·49 |
| | | 1901 | | 321 | ... | ... | ... | 13,851 | 7·19 | 4·50 | ... | ... | ... | 43·08 | 37·73 | 1,189·82 | 231·26 |
| | | | | Coal / wood | | | | | | | | | | | | | |
| 11 (a) to (c) | M. | 1897 | England, Bengal and Singareni | ‡ / 15 | 28 | 19·58 | 6·54 | 34,493 | 13·50 | ... | 88,159 | 5·24 | 4·92 | 259·53 | 217·90 | 1,597·50 | 350·01 |
| | | 1898 | | ‡ / 14 | 25 | 24·59 | 8·14 | 37,092 | 13·06 | ... | 85,721 | 5·20 | 4·90 | 256·79 | 214·66 | 1,579·49 | 361·75 |
| | | 1899 | | ‡ / 17 | 37 | 26·00 | 8·18 | 42,555 | 12·64 | 4·75 | 86,212 | 5·14 | 4·70 | 265·56 | 219·82 | 1,624·54 | 373·78 |
| | | 1900 | | 294 / 17 | 229 | 32·90 | 12·50 | 44,900 | 12·67 | 4·75 | 87,615 | 4·95 | 4·60 | 262·01 | 216·54 | 1,652·21 | 375·12 |
| | | 1901 | | 434 / 15 | 125 | 32·90 | 12·50 | 94,484 | 13·32 | 4·04 | 94,508 | 5·14 | 5·42 | 258·52 | 220·07 | 1,259·98 | 303·88 |
| 11 (d) | N | 1897 | England, Bengal, and Singareni | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | 1898 | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | 1899 | | 328 | 1,004 | 31·12 | 8·18 | 11 | 17·77 | 4·75 | 157 | 3·94 | ... | 583·76 | 563·64 | 23,053·24 | 1,612·43 |
| | | 1900 | | 328 | 1 229 | 38·03 | 12·50 | 8 | 16·79 | 4·75 | 300 | 3·87 | ... | 485·50 | 463·29 | 13,762·63 | 1,313 78 |
| | | 1901 | | 328 | 1,519 | 38·03 | 12·50 | 5 | 18·45 | 4·94 | 385 | 4·00 | ... | 534·87 | 526·31 | 11,849·24 | 1,483·30 |

* Of coal only. Wood was supplied locally from various sources. † The distance is reckoned either from the sources of supply or from the places of delivery to several storages. ‡ Prices are given at place of delivery which is the place of storage. § Of Bengal Coal only. ‖ Excluding Bengal Coal.

# APPENDIX 28—*concld.*



## *Coal and wood fuel consumed by each railway (by systems) and price paid per ton, etc.*—concld.

(Referred to in paragraphs 33 and 43 of Report.)

*N.B.*—A reference to Appendix 2 will furnish the key to the code letters used to express railway systems.

| Class : No. | Railway. | Calendar year. | Sources of Supply. * Name. | Average distance carried in miles. † | Description of fuel with quantity consumed and cost per ton. Foreign coal. Quantity in tons. | Foreign coal. Cost per ton. Including freight. | Foreign coal. Cost per ton. Excluding freight. | Indian coal. Quantity in tons. | Indian coal. Cost per ton. Including freight. | Indian coal. Cost per ton. Excluding freight. | Wood. Quantity in tons. | Wood. Cost per ton. Including freight. | Wood. Cost per ton. Excluding freight. | Consumption in lb. Per train mile. | Per Engine mile. | Per 1,000 freight ton miles. | Per 1,000 gross ton miles. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Rs. | Rs. | | Rs. | | | Rs. | Rs. | | | | |
| 2 (b) to (d) | E. B. S. | 1897 | Bengal | ... | ... | ... | ... | 26,597 | 6 07 | ... | ... | ... | ... | 35·84 | 28·83 | 804·96 | 209·17 |
| | | 1898 | | ... | ... | ... | ... | 28,078 | 5·75 | ... | ... | ... | ... | 35·85 | 28·64 | 801·85 | 200·00 |
| | | 1899 | | ... | ... | ... | ... | 31,544 | 5·97 | ... | ... | ... | ... | 35·62 | 29 53 | 800·28 | 203·07 |
| | | 1900 | | 287 | ... | ... | ... | 35,904 | 8·20 | 3·59 | ... | ... | ... | 44·66 | 38·80 | 982·29 | 262·77 |
| | | 1901 | | 303 | ... | ... | ... | 46,199 | 8·71 | 3.69 | ... | ... | ... | 45·60 | 36·92 | 1,056·48 | 263·36 |
| 12 | B. D. | 1897 | Bengal | ‡ | ... | ... | ... | 827 | 16·55 | ... | ... | ... | ... | 30·16 | 25 56 | ... | ... |
| | | 1898 | | | ... | ... | ... | 927 | 12·95 | ... | ... | ... | ... | 44·01 | 33·96 | ... | ... |
| | | 1899 | | | ... | ... | ... | 1,080 | 10·27 | ... | ... | ... | ... | 61·75 | 47·52 | ... | ... |
| | | 1900 | | | ... | ... | ... | 1,388 | 13·11 | ... | ... | ... | ... | 53·65 | 37·01 | ... | ... |
| | | 1901 | | | ... | ... | ... | 2,789 | 15 84 | ... | ... | ... | ... | 49·97 | 41·10 | ... | ... |
| 13 | D. S. | 1897 | Assam | ‡ | ... | ... | ... | 4,237 | 6·72 | ... | 15 | 1·80 | ... | 45·05 | 32·58 | ... | ... |
| | | 1898 | | | ... | ... | ... | 4,673 | 6·80 | ... | 22 | 2·17 | ... | 47·87 | 35·06 | ... | ... |
| | | 1899 | | | ... | ... | ... | 5,826 | 6 80 | ... | 20 | 2·05 | ... | 55·25 | 39·25 | ... | ... |
| | | 1900 | | | ... | ... | ... | 5,987 | 6·33 | ... | 35 | 2·23 | ... | 59·33 | 38·04 | ... | ... |
| | | 1901 | | | ... | ... | ... | 4,834 | 8·50 | ... | 21 | 2·36 | 1·36 | 45·88 | 30·03 | ... | ... |
| 14 | A. B. | 1897 | Bengal and Assam. | 69 | ... | ... | ... | 7,966 | 11·19 | ... | 24 | 3·29 | ... | 44·74 | 36·93 | 955·30 | 231·62 |
| | | 1898 | | 89 | ... | ... | ... | 8,469 | 7·17 | ... | ... | ... | ... | 40·94 | 33·92 | 733·44 | 173·73 |
| | | 1899 | | 80 | ... | ... | ... | 9,994 | 9·53 | ... | ... | ... | ... | 36·63 | 31·18 | 598·14 | 144·14 |
| | | 1900 | | 86 | ... | ... | ... | 9,780 | 9·47 | ... | ... | ... | ... | 36·57 | 31·43 | 636·60 | 163·97 |
| | | 1901 | | 106 | ... | ... | ... | 10,781 | 10·22 | ... | 1,627 | 1·72 | ... | 39·10 | 32·95 | 734·17 | 184·89 |
| 15 | D. | 1897 | Bengal | 46 | ... | ... | ... | 339 | 4·00 | ... | ... | ... | ... | 55·23 | 55·23 | ... | 739·20 |
| | | 1898 | | 46 | ... | ... | ... | 293 | 3·00 | ... | ... | ... | ... | 42·73 | 42 73 | ... | 656·32 |
| | | 1899 | | 118 | ... | ... | ... | 295 | 5·00 | ... | ... | ... | ... | 45·40 | 45·40 | ... | 467·64 |
| | | 1900 | | 115 | ... | ... | ... | 328 | 5 00 | ... | ... | ... | ... | 48 00 | 48·00 | ... | 734·00 |
| | | 1901 | | 118 | ... | ... | ... | 382 | 5·31 | ... | ... | ... | ... | 56·41 | 56·41 | ... | ... |
| 16 | B. & N.W. | 1897 | Bengal | 253·54 | ... | ... | ... | 23,249 | 6·01 | 3·24 | 9,884 | 3·50 | ... | 34·67 | 29·55 | 646·67 | 203·05 |
| | | 1898 | | 274·90 | ... | ... | ... | 28,176 | 5 40 | 2·70 | 13,288 | 3 50 | ... | 37·77 | 32·00 | 916·05 | 215·90 |
| | | 1899 | | 294·90 | ... | ... | ... | 40,470 | 6·17 | 3·17 | 10,670 | 3·82 | ... | 41·73 | 36·95 | 744·10 | 229·13 |
| | | 1900 | | 301·83 | ... | ... | ... | 54,732 | 6·30 | 3·35 | 10,548 | 3·56 | ... | 47·08 | 40·83 | 951·20 | 259·51 |
| | | 1901 | | 311·27 | ... | ... | ... | 63,297 | 5·99 | 3·19 | 3,823 | 3·95 | ... | 44·22 | 37 85 | 802·26 | 228·38 |
| 17 (a) to (b) | R. & K. | 1897 | Bengal | 664 | ... | ... | ... | 274 | 15·06 | 4·87 | 12,260 | 3·24 | ... | 59·57 | 49·96 | 1,592·17 | 353·83 |
| | | 1898 | | 669 | ... | ... | ... | 269 | 14·50 | 4·31 | 12,967 | 3·42 | ... | 58·50 | 48·59 | 1,306·44 | 326·62 |
| | | 1899 | | 669 | ... | ... | ... | 272 | 13·52 | 3·33 | 14,610 | 3·21 | ... | 57·47 | 47·36 | 1,174·73 | 340·45 |
| | | 1900 | | 669 | ... | ... | ... | 293 | 16 32 | 6·13 | 15,629 | 3·03 | ... | 61·52 | 50·14 | 1,301·84 | 373·69 |
| | | 1901 | | 677 | ... | ... | ... | 1,106 | 14·65 | 3·54 | 16,302 | 3·24 | ... | 64·52 | 52·32 | 1,402·36 | 394·55 |
| 9(g) to (j) | R. M. | 1897 | England, Bengal and Singareni. | 701 | 5,702 | ... | 20·11 | 68,352 | 14·44 | 5·69 | 1,317 | 5·00 | ... | 32·10 | 27·66 | 481·56 | 154·35 |
| | | 1898 | | 687 | 95 | ... | 17 50 | 84,695 | 14 49 | 5·62 | 1,338 | 5·00 | ... | 32·44 | 28 37 | 414·14 | 146·95 |
| | | 1899 | | 733 | 20,548 | 24·74 | 19·65 | 82,081 | 18·82 | 5·11 | 2,054 | 5·00 | ... | 35·68 | 31·15 | 419·71 | 153·36 |
| | | 1900 | | 719 | 11,703 | 26·43 | 20·30 | 112,653 | 18·20 | 9·41 | 2,121 | 5·00 | ... | 38·36 | 33·60 | 411·32 | 158·65 |
| | | 1901 | | 720 | 260 | ... | ... | 118,778 | 18·24 | 6·84 | 2,900 | 5·00 | ... | 39·17 | 34·45 | 415·75 | 160·57 |
| 18 | J. B. | 1897 | Bengal and Patana. | 983 | ... | ... | ... | 4,613 | 20·88 | 3·18 | ... | ... | ... | 27·11 | 25·57 | 634 74 | 148·79 |
| | | 1898 | | 1,009 | ... | ... | ... | 5,352 | 20·24 | 3·37 | ... | ... | ... | 29·24 | 27·66 | 627·75 | 158·40 |
| | | 1899 | | 995 | ... | ... | ... | 8,951 | 20·97 | 3·76 | ... | ... | ... | 34·92 | 33·06 | 569·70 | 175·30 |
| | | 1900 | | 913 | ... | ... | ... | 10,393 | 18 87 | 4·48 | ... | ... | ... | 37·07 | 35·34 | 644·16 | 203·21 |
| | | 1901 | | 605 | ... | ... | ... | 13,551 | ... | 4·47 | 2,791 | ... | 4·62 | 39·16 | 37·15 | 853·59 | 222·62 |
| 19 | U. C. | 1897 | Included with the Rajputana-Malwa railway. | | | | | | | | | | | | | | |
| | | 1898 | | 795 | ... | ... | ... | 641 | 26·27 | 4·50 | 6 | 12·44 | ... | 27·31 | 24·01 | 1,460·68 | 166·66 |
| | | 1899 | Bengal, Warora and Mohpani. | 1,000 | ... | ... | ... | 750 | 25·31 | 4·50 | 3 | 8 00 | ... | 31·90 | 28·00 | 894·03 | 161·24 |
| | | 1900 | | 1,032 | ... | ... | ... | 1,202 | 25·44 | 4·50 | 3 | 7·42 | ... | 40·95 | 37·47 | 799·82 | 190·23 |
| | | 1901 | | 826 | ... | ... | ... | 862 | 25·30 | 4·25 | 3 | 9·30 | ... | 37·54 | 34·83 | 882 36 | 180·37 |
| 20 | B. G. J. P. | 1897 | England, Bengal and Palana. | 65 | 5,285 | 28·00 | ... | 1,752 | 18·00 | ... | 85 | 4·00 | ... | 25·84 | 24 15 | 747·71 | 156·96 |
| | | 1898 | | 69 | 3,288 | 26·00 | ... | 4,572 | 18·25 | ... | 67 | 3·75 | ... | 30·07 | 27·51 | 890·54 | 184·86 |
| | | 1899 | | 68 | 4,006 | 25·00 | ... | 3,343 | 18·00 | ... | 84 | 4·25 | ... | 27·09 | 25·16 | 766·75 | 161·49 |
| | | 1900 | | 59 | 1,775 | ... | ... | 9,372 | 17·87 | ... | 98 | 4·50 | ... | 31 33 | 28·74 | 858·21 | 188·13 |
| | | 1901 | | 61 | 101 | ... | ... | 7,194 | 18·69 | ... | 79 | 10·87 | ... | 31·83 | 29·16 | 908·88 | 187·45 |
| 21 | S. M. | 1897 | Singareni. | Coal/wood 465/68 | ... | ... | ... | 47,401 | 13·22 | 4·50 | 49,997 | 5·23 | 4·25 | 53·04 | 48·93 | 1,024·56 | 301·02 |
| | | 1898 | | 480/73 | ... | ... | ... | 34,882 | 13·34 | 4·50 | 31,170 | 6·25 | 4·08 | 54·63 | 49·29 | 947·37 | 295·55 |
| | | 1899 | | 469/68 | .. | ... | ... | 36,842 | 13·13 | 5·00 | 34,978 | 5·54 | 4·08 | 55·71 | 49·50 | 907 59 | 290·50 |
| | | 1900 | | 468/68 | ... | ... | ... | 45,107 | 13·46 | 5·00 | 43,523 | 5·23 | 4·08 | 56·84 | 50·71 | 1,069 67 | 309·53 |
| | | 1901 | | 481/92 | ... | ... | ... | 35,582 | 13·38 | 5·00 | 49,588 | 5·70 | 4·08 | 59·03 | 52·64 | 1,257·49 | 334·06 |
| 22 | W. I. P. | 1897 | England | ‡ | 198 | ... | ... | ... | ... | ... | 2,154 | ... | ... | 103·30 | 99·40 | ... | 684·22 |
| | | 1898 | | | 32 | ... | ... | ... | ... | ... | 2,952 | ... | ... | 121·53 | 117·26 | ... | 829·81 |
| | | 1899 | | | 65 | ... | ... | ... | ... | ... | 5,919 | ... | ... | 115·47 | 108·90 | ... | 646·01 |
| | | 1900 | | | 14 | ... | ... | ... | ... | ... | 4,239 | ... | ... | 113·41 | 110·77 | ... | 750·33 |
| | | 1901 | | | 18 | 19·00 | ... | ... | ... | ... | 4,698 | 4·62 | 4·50 | 116·50 | 114·13 | 2,912·88 | 744·78 |
| 23 | S. I. | 1897 | Bengal and Singareni. | 64 | ... | ... | ... | 48,081 | 12·91 | ... | 31,011 | 4·87 | ... | 48·66 | 41 57 | 1,486·35 | 307·00 |
| | | 1898 | | 61 | ... | ... | ... | 41,884 | 12·86 | ... | 36,431 | 4·79 | ... | 50·28 | 42·65 | 1,563 00 | 319·02 |
| | | 1899 | | 51 | ... | ... | ... | 49,566 | 12·95 | ... | 12,402 | 4·75 | ... | 40·87 | 35·47 | 1,191·03 | 258·23 |
| | | 1900 | | 57 | ... | ... | ... | 51,082 | 13·13 | ... | 1,858 | 4·54 | ... | 36·45 | 32·23 | 1,024·74 | 223·40 |
| | | 1901 | | 60 | ... | ... | ... | 55,120 | 13·25 | ... | 1,343 | 4·50 | ... | 37·83 | 34·63 | 900·66 | 220·07 |
| 24 | B. | 1897 | England, Bengal and Burma. | 105 | 23 | ... | ... | 41,082 | 12·70 | ... | 24,700 | 3·65 | ... | 52·52 | 45 08 | 1,058·35 | 268·70 |
| | | 1898 | | 105 | 290 | 43·48 | ... | 43,803 | 14·04 | ... | 26,738 | 3·51 | ... | 53 68 | 45·30 | 1,131 05 | 280·45 |
| | | 1899 | | 105 | 694 | ... | ... | 46,595 | 15 39 | ... | 30,105 | 3·64 | ... | 59·11 | 48·75 | 1,217 80 | 303·48 |
| | | 1900 | | 128 | ... | ... | ... | 58,020 | 15·62 | ... | 44,826 | 3·70 | ... | 67·46 | 55·68 | 1,299·81 | 370·63 |
| | | 1901 | | 131 | ... | ... | ... | 70,406 | 14·88 | ... | 43,301 | 3·53 | ... | 70·84 | 57·98 | 1,312·83 | 374·60 |
| 25 | M. R. W. | 1897 | England and Bengal | 386 | 1,563 | 27·22 | 20·00 | ... | ... | ... | ... | ... | ... | 20·25 | 19·48 | ... | ... |
| | | 1898 | | 386 | 1,268 | 28·31 | 21·00 | 298 | 25·79 | 17·00 | ... | ... | ... | 20·67 | 19·80 | ... | ... |
| | | 1899 | | 386 | 1,224 | 30 50 | 19·00 | 416 | 27·32 | 17·00 | 20 | 13·45 | ... | 20·21 | 19·57 | ... | ... |
| | | 1900 | | 386 | 1,373 | 27·74 | 20·90 | 1,286 | 28·10 | 19·00 | 37 | 7·49 | ... | 26·66 | 25·88 | ... | ... |
| | | 1901 | | 386 | 2 | 34·80 | 26·80 | 2,125 | 25·67 | 17·00 | 22 | 13·06 | ... | 28·69 | 27·99 | ... | ... |
| 30 | D. H. | 1897 | Bengal | 404 | ... | ... | ... | 2,646 | ... | ... | ... | ... | ... | 36·06 | 36·06 | ... | ... |
| | | 1898 | | 404 | .. | ... | ... | 3,252 | ... | ... | ... | ... | ... | 45·94 | 45·94 | ... | ... |
| | | 1899 | | 404 | ... | ... | ... | 3,067 | ... | 2·75 | ... | ... | ... | 41·72 | 41·72 | ... | ... |
| | | 1900 | | 404 | ... | ... | ... | 3,385 | ... | 3·12 | ... | ... | ... | 40·24 | 40·24 | ... | ... |
| | | 1901 | | 404 | ... | ... | ... | 3,052 | 7·87 | 3·12 | ... | ... | ... | 38·38 | 38 38 | ... | ... |

* Of coal only. Wood was supplied locally from various sources.

† The distance is reckoned either from the sources of supply or from the places of delivery to several storages.

‡ Prices are given at the place of delivery which is the place of storage.

*N.B.*—Information is not available for railways not mentioned in this statement.

# APPENDIX 29.

## *Coal produced in India during the Calendar years 1885 to 1901.*

(Referred to in paragraphs 33 and 43 of Report.)

| YEARS. | QUANTITY PRODUCED IN EACH PROVINCE. | | | | | | | | | | | Quantity of Indian coal consumed by railways in India. | QUANTITY OF INDIAN COAL EXPORTED BY SEA. | | QUANTITY OF FOREIGN COAL IMPORTED INTO INDIA. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Bengal. | Central Provinces. | Assam. | Central India. | Nizam's territory. | Punjab. | Baluchistan. | Rajputana (Bikaner). | Madras. | Burma. | North-Western Provinces & Oudh. | Total. | | To Indian ports exc uding Burma. | To ports outside India includ-ing Burma. | From United Kingdom. | From other countries. |
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| 1885 | 1,123,700 | 119,116 | 43,707 | 7,698 | ... | ... | ... | ... | ... | ... | ... | 1,294,221 | 486,716 | | 500 | 778,643 | 40,659 |
| 1886 | 1,186,802 | 117,287 | 70,859 | 13,539 | ... | ... | ... | ... | ... | ... | ... | 1,388,487 | 470,075 | | 199 | 698,482 | 44,652 |
| 1887 | 1,319,090 | 128,981 | 89,302 | 15,497 | 3,259 | 7,523 | 411 | ... | ... | ... | ... | 1,564,063 | 488,774 | | 315 | 786,149 | 43,010 |
| 1888 | 1,380,594 | 157,768 | 101,528 | 41,580 | 13,382 | 11,249 | 2,802 | ... | ... | ... | ... | 1,768,903 | 551,770 | | 15,796 | 785,776 | 20,463 |
| 1889 | 1,541,356 | 144,465 | 116,676 | 52,956 | 59,646 | 22,835 | 8,238 | ... | ... | ... | .. | 1,946,172 | 715,240 | | 39,972 | 717,024 | 52,180 |
| 1890 | 1,626,245 | 137,022 | 145,708 | 77,842 | 125,486 | 40,677 | 15,541 | ... | ... | ... | ... | 2,168,521 | 654,829 | | 26,336 | 631,725 | 21,857 |
| 1891 | 1,747,122 | 141,736 | 154,208 | 69,741 | 144,668 | 60,714 | 10,368 | ... | 20 | ... | ... | 2,328,577 | 797,142 | | 4,315 | 726,069 | 17,344 |
| 1892 | 1,920,050 | 132,005 | 164,050 | 88,623 | 149,601 | 66,352 | 13,284 | ... | 61 | 3,670 | ... | 2,537,696 | 885,492 | | 15,725 | 628,374 | 23,123 |
| 1893 | 1,902,866 | 135,118 | 164,420 | 94,348 | 157,421 | 77,294 | 20,094 | ... | 502 | 9,938 | ... | 2,562,001 | 924,900 | | 52,302 | 616,319 | 18,066 |
| 1894 | 2,035,934 | 140,495 | 169,448 | 132,837 | 240,525 | 66,467 | 24,753 | ... | 1,337 | 12,111 | ... | 2,823,907 | 1,062,748 | 143,813 | 154,282 | 675,043 | 57,112 |
| 1895 | 2,716,155 | 122,776 | 172,717 | 118,479 | 292,915 | 72,493 | 25,458 | ... | 1,737 | 17,289 | ... | 3,540,019 | 1,119,621 | 162,276 | 211,407 | 773,675 | 15,458 |
| 1896 | 3,037,920 | 141,185 | 177,259 | 115,386 | 262,681 | 79,017 | 26,257 | ... | ... | 22,993 | 1,000 | 3,683,698 | 1,182,051 | 389,842 | 191,030 | 524,420 | 93,212 |
| 1897 | 3,142,497 | 131,629 | 185,533 | 124,778 | 365,550 | 92,792 | 12,043 | .... | ... | 11,472 | ... | 4,066,294 | 1,328,120 | 731,742 | 390,979 | 210,257 | 47,016 |
| 1898 | 3,622,090 | 149,709 | 200,329 | 134,726 | 394,622 | 85,862 | 13,372 | 511 | ... | 6,975 | ... | 4,608,196 | 1,423,463 | 737,689 | 490,290 | 297,076 | 34,209 |
| 1899 | 4,035,265 | 156,576 | 225,623 | 164,569 | 401,216 | 81,835 | 15,822 | 4,249 | .. | 8,105 | ... | 5,093,260 | 1,561,821 | 672,311 | 467,306 | 406,451 | 112,064 |
| 1900 | 4,978,492 | 172,842 | 216,736 | 164,489 | 469,291 | 74,083 | 23,281 | 9,250 | ... | 10,228 | ... | 6,118,692 | 1,867,185 | 1,030,709 | 711,874 | 91,710 | 43,939 |
| 1901 | 5,509,431 | 191,516 | 254,100 | 164,362 | 421,218 | 67,730 | 24,656 | 12,094 | ... | 12,466 | ... | 6,657,573 | 1,965,530 | 1,157,892 | 845,953 | 272,630 | 79,108 |

Information is not available.

* Up to 1893 figures in this column relate to official years and exclude exports to Burma ports.

# APPENDIX 30.

## *Collieries owned and worked by Railways or the State.*

(Referred to in paragraph 44 of Report.)

| Particulars. | Kurhurbaree and Serampore. | | Warora. | | Dandot. | | Khost. | | Remarks. |
|---|---|---|---|---|---|---|---|---|---|
| | 1900. | 1901. | 1900. | 1901. | 1900. | 1901. | 1900. | 1901. | |
| Name of owner . . . | East Indian Railway. | | State | | North Western State Railway. | | North Western State Railway. | | |
| Capital outlay . . Rs. | 15,09,261* | 15,00,157* | 16,65,993 | 16,23,122 | †1,16,899 | 1,25,536 | 1,44,989 | 2,05,626 | * This outlay is made up of the purchase money, Rs. 3,05,154, which represents half the original cost of buildings, plant, etc., paid to the East Indian Railway Company on valuation, and the capital expenditure incurred from 1st January 1880. † Revised figures. |
| Output — Large Coal Tons. | 440,923 | 473,078 | 105,873 | 117,487 | 44,408 | 43,282 | 10,392 | 12,172 | |
| Output — Small Coal Tons. | 31,530 | 24,927 | 27,357 | 30,983 | 4,769 | 4,845 | 1,003 | 1,203 | |
| Output — Slack Coal Tons. | 55,921 | 63,165 | ... | ... | 24,906 | 19,604 | 6,269 | 5,096 | |
| Output — Total Tons. | 528,374 | 561,170 | 133,230 | 148,470 | 74,083 | 67,731 | 17,664 | 18,471 | |
| Quantity issued . Tons. | 472,576 | 596,265 | 120,338 | 148,470 | 74,083 | 67,721 | 17,664 | 18,431 | |
| Earnings . . Rs. | 10,57,067 | 11,21,359 | 6,07,603 | 6,91,280 | 7,14,417 | 5,53,604 | 2,44,355 | 2,17,503 | |
| Working expenses . Rs. | 10,57,067 | 11,21,359 | 4,04,080 | 4,33,127 | 4,24,533 | 4,02,662 | 2,16,643 | 1,70,691 | |
| Net earnings . . Rs. | ... | ... | 2,03,523 | 2,58,153 | 2,89,884 | 1,50,942 | 27,712 | 46,812 | |
| Percentage on Capital . | ... | ... | 12·22 | 15·90 | †247·98 | 120·24 | 19·11 | 22·77 | |
| Average No. of persons employed daily . | 7,221 | 7,659 | 790 | 1,265 | 1,826 | 1,536 | 468 | 458 | |
| Number of tons raised per person employed . | 73 | 74 | 169 | 117 | 41 | 44 | 38 | 41 | |
| Number of persons killed . | 2 | 3 | ... | 1 | 2 | ... | 3 | 6 | |
| Number of persons injured . . . . | 21 | 25 | 3 | 4 | 6 | 3 | 3 | 2 | |

# Appendix 31.
## Loads—Coaching.



## *Average load and weight of Coaching*

(Referred to in paragraph

*N.B.*—A reference to Appendix 2 will furnish the key

| GAUGE. | 5′ 6″. | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CLASS : | 1 | 2 E.B.S. system. | | 3 | 4 B. N. system. | | | 6 | 7 N.-W. system. | | | 8 G. I. P. system. | | 9 B. B. & C. I. system. | | 10 N. G. S. system. | | 11 |
| Calendar year. | E. I. | 5′ 6″ gauge. | Other gauges. | B. C. | B. N. (*a*). | R. D. (*b*). | E. C. | O. & R. (*a*) to (*c*). | Mily. Sec. | Comml. Sec. | Total. (*a*) to (*e*). | G. I. P. (*a*) to (*c*) | I. M. (*d*) to (*g*) | B. B. & C. I. (*a*) to (*f*) | R. M (*g*) to (*j*) | N. G. S. (*a*) & (*b*) | H. G. V. (*c*) | M. (*a*) to (*d*) |
| **AVERAGE NUMBER OF PASSENGERS IN A COACHING TRAIN.** | | | | | | | | | | | | | | | | | | |
| 1ST CLASS. | | | | | | | | | | | | | | | | | | |
| 1897 . | 1·52 | 1·61 | 1·34 | 0·53 | 0·82 | ... | 0·53 | 1·74 | 1·22 | 1·88 | 1·80 | 1·99 | 2·67 | 1·75 | 0·81 | 2·68 | ... | 3·03 |
| 1898 . | 1·65 | 1·44 | 1·16 | 0·51 | 0·78 | ... | 0·71 | 1·52 | 1·08 | 1·99 | 1·89 | 2·23 | 2·73 | 2·34 | 0·84 | 3·09 | ... | 2·74 |
| 1899 . | 1·54 | 1·66 | 0·93 | 0·47 | 0·90 | ... | 1·00 | 1·37 | 1·05 | 1·62 | 1·55 | 2·34 | 2·37 | 2·13 | 0·87 | 3·17 | ... | 2·88 |
| 1900 . | 1·44 | 1·50 | 0·94 | 0·45 | 1·07 | ... | 1·33 | 1·44 | 1·16 | 1·46 | 1·43 | 2·24 | 1·90 | 1·94 | 0·79 | 2·35 | 1·12 | 2·59 |
| 1901 . | 1·35 | 1·35 | *0·84 | 0·41 | 0·87 | 0·11 | † | 1·20 | 1·07 | 1·39 | 1·35 | 2·08 | | 1·95 | 0·85 | 1·16 | 0·68 | 1·90 |
| 2ND CLASS. | | | | | | | | | | | | | | | | | | |
| 1897 . | 4·75 | 3·40 | 3·49 | 3·67 | 2·11 | ... | 1·40 | 6·04 | 3·34 | 5·89 | 5·59 | 9·52 | 8·58 | 11·53 | 3·29 | 14·76 | ... | 8·50 |
| 1898 . | 4·78 | 3·59 | 3·40 | 4·47 | 1·84 | ... | 1·38 | 5·03 | 3·42 | 7·89 | 7·36 | 9·64 | 9·43 | 14·04 | 3·28 | 13·62 | ... | 8·12 |
| 1899 . | 4·46 | 3·50 | 3·28 | 3·05 | 2·46 | ... | 2·59 | 4·00 | 2·99 | 4·91 | 4·68 | 9·50 | 6·95 | 14·44 | 3·20 | 15·51 | .. | 9·40 |
| 1900 . | 4·39 | 3·25 | 3·01 | 2·70 | 2·26 | ... | 2·98 | 4·45 | 2·55 | 4·15 | 3·96 | 8·01 | 5·16 | 13·14 | 2·73 | 12·01 | 5·86 | 8·85 |
| 1901 . | 4·43 | 3·44 | *3·01 | 2·07 | 3·09 | 0·19 | † | 4·10 | 2·59 | 4·60 | 4·36 | 8·88 | | 12·66 | 3·58 | 6·93 | 4·10 | 6·62 |
| INTERMEDIATE CLASS. | | | | | | | | | | | | | | | | | | |
| 1897 . | 13·31 | 19·33 | 11·68 | 14·53 | 3·13 | ... | 0·27 | 9·31 | 5·27 | 14·62 | 13·47 | 9·00 | ... | 26·12 | 6·89 | ... | ... | ... |
| 1898 . | 14·49 | 18·58 | 12·42 | 9·02 | 2·37 | ... | 0·87 | 12·30 | 5·77 | 12·05 | 11·31 | 8·49 | ... | 26·74 | 7·10 | ... | ... | ... |
| 1899 . | 13·98 | 18·72 | 10·62 | 7·51 | 3·16 | ... | 1·37 | 10·33 | 6·04 | 12·82 | 12·01 | 10·05 | ... | 28·24 | 8·29 | ... | ... | ... |
| 1900 . | 14·20 | 17·07 | 11·34 | 8·99 | 3·69 | ... | 2·08 | 9·99 | 6·06 | 13·99 | 13·05 | 11·92 | ... | 27·31 | 8·50 | ... | ... | ... |
| 1901 . | 14·69 | 18·47 | *11·87 | 12·10 | 6·40 | 1·73 | † | 10·50 | 5·71 | 15·44 | 14·27 | 14·90 | | 27·55 | 9·38 | ... | ... | 0·85 |
| 3RD CLASS. | | | | | | | | | | | | | | | | | | |
| 1897 . | 194·59 | 149·74 | 170·35 | 155·51 | 185·56 | ... | 234·58 | 192·96 | 153·48 | 173·06 | 170·96 | 104·87 | 147·68 | 147·48 | 213·70 | 259·74 | ... | 252·01 |
| 1898 . | 202·06 | 148·55 | 166·17 | 149·75 | 132·92 | ... | 220·61 | 178·31 | 165·06 | 185·88 | 183·07 | 86·44 | 151·20 | 150·12 | 223·98 | 243·54 | ... | 220·09 |
| 1899 . | 200·83 | 157·70 | 164·49 | 144·47 | 208·47 | ... | 231·89 | 169·93 | 163·24 | 190·63 | 187·42 | 103·89 | 135·95 | 168·45 | 242·22 | 253·94 | ... | 185·94 |
| 1900 . | 198·35 | 157·07 | 193·04 | 172·49 | 275·02 | ... | 247·95 | 155·85 | 159·40 | 190·68 | 186·86 | 112·94 | 122·39 | 187·25 | 223·96 | 228·72 | 208·54 | 210·04 |
| 1901 . | 207·93 | 169·26 | *170·23 | 210·03 | 232·33 | 101·50 | † | 157·05 | 149·07 | 181·04 | 177·19 | 128·55 | | 185·58 | 266·02 | 118·12 | 108·55 | 192·94 |
| **TOTAL NUMBER OF PASSENGERS IN A COACHING TRAIN.** | | | | | | | | | | | | | | | | | | |
| 1897 . | 214·18 | 174·09 | 186·86 | 174·25 | 191·62 | ... | 236·78 | 210·06 | 163·31 | 195·46 | 191·83 | 125·38 | 158·94 | 186·88 | 224·69 | 277·19 | ... | 263·54 |
| 1898 . | 222·99 | 172·17 | 183·17 | 163·76 | 137·91 | ... | 223·57 | 197·17 | 175·33 | 207·82 | 203·63 | 106·81 | 163·37 | 193·25 | 235·21 | 260·26 | ... | 230·95 |
| 1899 . | 220·81 | 181·58 | 179·32 | 155·50 | 215·00 | ... | 236·85 | 185·64 | 173·33 | 210·00 | 205·67 | 125·78 | 145·28 | 213·27 | 254·59 | 272·63 | ... | 198·22 |
| 1900 . | 218·38 | 178·90 | 206·34 | 184·63 | 282·04 | ... | 254·35 | 171·74 | 168·87 | 210·29 | 205·31 | 135·11 | 129·44 | 229·65 | 235·99 | 243·09 | 215·52 | 221·49 |
| 1901 . | 228·40 | 192·52 | *185·95 | 224·61 | 242·69 | 103·53 | † | 172·85 | 158·44 | 202·47 | 197·17 | 154·41 | | 227·74 | 279·83 | 126·21 | 113·33 | 202·31 |
| **PERCENTAGE OF FREIGHT ON CAPACITY HAULED.** | | | | | | | | | | | | | | | | | | |
| 1ST CLASS. | | | | | | | | | | | | | | | | | | |
| 1897 . | 6·84 | 7·50 | 7·65 | 2·77 | 4·82 | ... | 4·18 | 5·12 | 6·64 | 9·70 | 9·31 | 9·11 | 8·45 | 7·13 | 4·96 | 8·17 | ... | 20·09 |
| 1898 . | 7·43 | 6·81 | 6·55 | 2·69 | 4·84 | ... | 5·23 | 5·15 | 5·29 | 9·76 | 9·22 | 10·02 | 8·60 | 8·64 | 5·09 | 9·37 | ... | 17·02 |
| 1899 . | 6·63 | 6·01 | 5·72 | 2·68 | 5·22 | ... | 6·18 | 4·86 | 5·15 | 8·27 | 7·88 | 10·40 | 7·94 | 8·00 | 5·06 | 9·56 | ... | 17·35 |
| 1900 . | 6·73 | 5·67 | 5·25 | 2·44 | 5·30 | ... | 6·47 | 4·72 | 5·56 | 7·71 | 7·42 | 10·12 | 6·55 | 7·58 | 4·75 | 7·37 | 3·66 | 16·44 |
| 1901 . | 6·29 | 5·81 | *5·63 | 2·19 | 5·12 | 3·53 | † | 4·54 | 5·91 | 7·33 | 7·17 | 9·97 | | 7·88 | 5·17 | 6·48 | 3·44 | 12·07 |
| 2ND CLASS. | | | | | | | | | | | | | | | | | | |
| 1897 . | 12·97 | 11·10 | 19·64 | 13·01 | 8·01 | ... | 7·47 | 14·67 | 15·35 | 17·51 | 21·74 | 17·41 | 19·51 | 14·04 | 12·99 | 33·63 | ... | 25·29 |
| 1898 . | 13·63 | 16·90 | 18·97 | 16·10 | 7·38 | ... | 6·63 | 14·00 | 14·80 | 28·76 | 27·37 | 17·53 | 21·23 | 16·04 | 17·97 | 32·10 | ... | 23·49 |
| 1899 . | 13·15 | 10·64 | 19·02 | 11·34 | 9·09 | ... | 10·53 | 11·07 | 13·39 | 17·95 | 17·53 | 17·13 | 16·67 | 16·24 | 16·33 | 34·32 | ... | 27·18 |
| 1900 . | 14·51 | 10·50 | 17·92 | 9·55 | 7·14 | ... | 10·08 | 13·72 | 11·61 | 14·72 | 15·31 | 14·49 | 12·30 | 15·10 | 14·31 | 28·43 | 13·02 | 29·35 |
| 1901 . | 13·99 | 11·89 | *21·41 | 10·17 | 12·03 | 6·50 | † | 13·28 | 13·38 | 17·79 | 17·38 | 16·68 | | 14·94 | 19·77 | 28·75 | 16·24 | 24·59 |
| INTERMEDIATE CLASS. | | | | | | | | | | | | | | | | | | |
| 1897 . | 17·10 | 16·97 | 27·37 | 8·77 | 6·03 | ... | 5·85 | 12·27 | 14·02 | 29·36 | 27·86 | 21·04 | 28·63 | 43·01 | 31·04 | ... | ... | ... |
| 1898 . | 19·38 | 16·49 | 25·38 | 9·24 | 5·10 | ... | 6·76 | 15·47 | 14·83 | 26·50 | 25·28 | 19·18 | 28·72 | 39·36 | 31·64 | ... | ... | ... |
| 1899 . | 19·19 | 16·11 | 23·64 | 11·14 | 7·64 | ... | 13·42 | 14·85 | 16·03 | 26·80 | 25·74 | 22·04 | 30·66 | 44·15 | 31·52 | ... | ... | ... |
| 1900 . | 21·86 | 14·42 | 23·63 | 11·71 | 10·79 | ... | 12·32 | 16·84 | 17·88 | 29·65 | 28·59 | 26·03 | 30·51 | 44·47 | 34·16 | ... | ... | ... |
| 1901 . | 21·87 | 15·50 | *28·54 | 12·70 | 17·21 | ... | † | 20·16 | 16·02 | 31·16 | 29·80 | 27·66 | | 43·27 | 47·46 | ... | ... | 5·95 |
| 3RD CLASS. | | | | | | | | | | | | | | | | | | |
| 1897 . | 32·93 | 36·42 | 48·99 | 29·11 | 28·41 | ... | 35·67 | 40·81 | 31·72 | 39·74 | 34·82 | 37·57 | 34·68 | 36·49 | 49·12 | 37·63 | ... | 48·91 |
| 1898 . | 34·65 | 36·12 | 43·98 | 35·18 | 28·23 | ... | 39·80 | 39·04 | 31·72 | 39·53 | 38·66 | 33·50 | 36·01 | 39·34 | 51·32 | 33·24 | ... | 44·85 |
| 1899 . | 34·53 | 38·00 | 44·87 | 29·72 | 37·11 | ... | 37·62 | 39·66 | 30·98 | 38·96 | 38·10 | 40·19 | 30·02 | 41·55 | 50·05 | 34·87 | ... | 42·67 |
| 1900 . | 36·76 | 36·26 | 51·35 | 37·37 | 45·64 | ... | 39·28 | 37·57 | 30·69 | 41·11 | 39·88 | 40·41 | 29·84 | 41·25 | 44·70 | 37·14 | 48·90 | 45·27 |
| 1901 . | 37·16 | 38·67 | *51·37 | 41·35 | 39·52 | 34·89 | † | 36·90 | 31·64 | 38·51 | 37·68 | 42·17 | | 41·86 | 50·13 | 35·91 | 43·18 | 44·06 |

* Excluding the Cooch Behar Railway. † Transferred partly to Bengal

# DIX 31.



*trains on each railway (by systems.)*

46 of Report.)

to the code letters used to express railway systems.

| 1 | 2 | | 3 | 4 | | | 6 | 7 | | | 8 | | 9 | | 10 | | 11 | GAUGE: CLASS: No. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | E. B. S. system. | | | B. N. System. | | | | N. W. system. | | | G. I. P. system. | | B. B. & C. I. system. | | N. G. S. system. | | | |
| E. I. | 5' 6" gauge. | Other gauges. | B. C. | B. N. (a) | R. D. (b) | E. C. | O. & R. (a) to (c) | Mily. sec. | Comml. sec. | Total. (a) to (e) | G. I. P. (a) to (c) | I. M. (d) to (g) | B.B., & C.I. (a) to (f) | R M (g) to (j) | N. G. S. (a) & (b) | H.-G. V. (c) | M. (a) to (d) | Calendar year. |
| **AVERAGE NUMBER OF VEHICLES IN A COACHING TRAIN.** | | | | | | | | | | | | | | | | | | |
| **1ST CLASS.** | | | | | | | | | | | | | | | | | | |
| 1·60 | 1·26 | 1·60 | 1·20 | 1·28 | ... | 1·29 | 1·61 | 0·99 | 1·35 | 1·32 | 1·52 | 2·10 | 1·13 | 1·55 | 2·56 | ... | 1·47 | 1897 |
| 1·58 | 1·23 | 1·54 | 1·04 | 1·17 | ... | 1·39 | 1·45 | 1·00 | 1·43 | 1·38 | 1·55 | 2·08 | 1·24 | 1·56 | 2·55 | ... | 1·48 | 1898 |
| 1·59 | 1·27 | 1·49 | 0·99 | 1·26 | ... | 1·60 | 1·36 | 0·96 | 1·43 | 1·38 | 1·56 | 2·01 | 1·18 | 1·63 | 2·59 | ... | 1·48 | 1899 |
| 1·44 | 1·24 | 1·58 | 1·07 | 1·57 | ... | 1·75 | 1·44 | 0·97 | 1·39 | 1·34 | 1·57 | 1·92 | 1·14 | 1·57 | 2·50 | 2·09 | 1·33 | 1900 |
| 1·46 | 1·13 | *1·22 | 1·06 | 1·35 | 0·24 | † | 1·29 | 0·90 | 1·38 | 1·32 | 1·60 | | 1·07 | 1·57 | 1·57 | 1·06 | 1·27 | 1901 |
| **2ND CLASS.** | | | | | | | | | | | | | | | | | | |
| 1·57 | 1·25 | 1·50 | 1·25 | 1·56 | ... | 1·27 | 1·61 | 1·01 | 1·35 | 1·30 | 2·05 | 2·09 | 1·86 | 1·46 | 2·58 | ... | 1·67 | 1897 |
| 1·50 | 1·21 | 1·50 | 1·18 | 1·48 | ... | 1·40 | 1·38 | 1·02 | 1·42 | 1·37 | 2·03 | 2·11 | 1·98 | 1·46 | 2·49 | ... | 1·71 | 1898 |
| 1·51 | 1·24 | 1·46 | 1·19 | 1·60 | ... | 1·62 | 1·36 | 0·96 | 1·43 | 1·37 | 2·04 | 1·98 | 2·03 | 1·53 | 2·65 | ... | 1·75 | 1899 |
| 1·37 | 1·18 | 1·42 | 1·28 | 1·77 | ... | 1·81 | 1·17 | 0·93 | 1·37 | 1·32 | 2·05 | 1·96 | 1·98 | 1·46 | 2·48 | 2·03 | 1·57 | 1900 |
| 1·43 | 1·12 | *1·18 | 1·39 | 1·44 | 0·24 | † | 1·15 | 0·90 | 1·34 | 1·28 | 2·03 | | 1·93 | 1·50 | 1·22 | 1·08 | 1·43 | 1901 |
| **INTERMEDIATE CLASS.** | | | | | | | | | | | | | | | | | | |
| 1·46 | 2·15 | 2·49 | 3·04 | 1·29 | ... | 0·32 | 2·13 | 0·94 | 1·42 | 1·36 | 0·86 | ... | 0·92 | 0·88 | ... | ... | ... | 1897 |
| 1·40 | 2·13 | 2·76 | 1·67 | 1·23 | ... | 0·73 | 2·28 | 1·03 | 1·33 | 1·29 | 0·88 | ... | 1·04 | 0·89 | ... | ... | ... | 1898 |
| 1·40 | 2·21 | 2·58 | 1·24 | 1·09 | ... | 0·58 | 1·98 | 0·95 | 1·41 | 1·36 | 0·90 | ... | 0·96 | 1·02 | ... | ... | ... | 1899 |
| 1·29 | 2·26 | 2·75 | 1·40 | 0·89 | ... | 0·94 | 1·66 | 0·88 | 1·43 | 1·36 | 0·89 | ... | 1·01 | 0·93 | ... | ... | ... | 1900 |
| 1·33 | 2·23 | *2·26 | 1·74 | 1·02 | ... | † | 1·49 | 0·94 | 1·47 | 1·41 | 0·99 | | 1·13 | 0·79 | ... | ... | 0·33 | 1901 |
| **3RD CLASS.** | | | | | | | | | | | | | | | | | | |
| 10·18 | 6·87 | 11·25 | 8·31 | 12·89 | ... | 11·79 | 8·69 | 9·02 | 8·13 | 8·24 | 5·57 | 7·75 | 7·00 | 13·71 | 11·59 | ... | 10·11 | 1897 |
| 10·07 | 6·95 | 12·08 | 7·67 | 9·69 | ... | 10·07 | 8·45 | 9·63 | 8·84 | 8·93 | 5·16 | 7·70 | 6·69 | 13·71 | 12·16 | ... | 9·58 | 1898 |
| 10·03 | 7·09 | 11·84 | 7·91 | 11·50 | ... | 10·93 | 7·91 | 9·75 | 9·13 | 9·20 | 5·43 | 7·85 | 7·32 | 15·00 | 12·10 | ... | 8·53 | 1899 |
| 9·43 | 7·42 | 12·08 | 8·51 | 12·27 | ... | 11·50 | 7·59 | 9·82 | 8·82 | 8·94 | 5·54 | 7·27 | 8·04 | 15·14 | 10·50 | 9·22 | 8·93 | 1900 |
| 9·52 | 7·53 | *10·61 | 9·21 | 11·01 | 8·40 | † | 7·49 | 9·10 | 8·98 | 9·00 | 6·01 | | 7·95 | 16·34 | 5·62 | 5·35 | 8·24 | 1901 |
| **TOTAL NUMBER OF VEHICLES IN A COACHING TRAIN.** | | | | | | | | | | | | | | | | | | |
| 18·48 | 14·59 | 19·80 | 18·55 | 19·97 | ... | 18·83 | 17·01 | 15·46 | 16·03 | 15·96 | 13·04 | 15·79 | 13·76 | 21·65 | 21·34 | ... | 14·57 | 1897 |
| 17·92 | 14·27 | 21·05 | 14·73 | 16·32 | ... | 17·74 | 16·34 | 15·83 | 16·73 | 16·61 | 12·76 | 15·94 | 14·41 | 21·82 | 22·02 | ... | 14·13 | 1898 |
| 17·80 | 14·50 | 20·49 | 14·53 | 18·24 | ... | 19·25 | 15·22 | 15·80 | 17·16 | 17·00 | 12·72 | 15·38 | 14·38 | 23·51 | 21·63 | ... | 13·26 | 1899 |
| 16·78 | 14·99 | 20·76 | 16·31 | 19·56 | ... | 19·20 | 14·46 | 15·61 | 16·43 | 16·33 | 13·53 | 14·13 | 15·30 | 23·15 | 19·47 | 16·62 | 13·28 | 1900 |
| 16·90 | 14·86 | *17·82 | 17·16 | 18·09 | 11·20 | † | 11·42 | 14·66 | 16·15 | 15·97 | 13·97 | | 15·17 | 24·26 | 10·19 | 9·10 | 12·55 | 1901 |
| **AVERAGE WEIGHT OF FREIGHT IN TONS IN A COACHING TRAIN.** | | | | | | | | | | | | | | | | | | |
| 16·01 | 11·75 | 12·60 | 11·47 | 12·91 | ... | 14·90 | 14·68 | 14·30 | 16·68 | 16·43 | 9·66 | 12·74 | 14·37 | 16·11 | 19·34 | ... | 18·98 | 1897 |
| 16·33 | 11·54 | 12·24 | 11·20 | 9·29 | ... | 14·46 | 13·37 | 12·83 | 15·53 | 15·19 | 8·70 | 12·73 | 15·56 | 16·62 | 18·54 | ... | 16·81 | 1898 |
| 16·29 | 12·30 | 12·06 | 10·64 | 14·17 | ... | 15·22 | 12·64 | 12·69 | 14·93 | 14·66 | 10·28 | 11·64 | 16·04 | 17·75 | 19·89 | ... | 14·71 | 1899 |
| 16·58 | 12·23 | 13·26 | 12·48 | 18·93 | ... | 16·64 | 11·86 | 12·76 | 15·04 | 14·77 | 11·05 | 10·32 | 16·97 | 16·52 | 17·66 | 13·69 | 16·52 | 1900 |
| 17·11 | 13·05 | *12·35 | 15·09 | 15·98 | 6·61 | † | 11·79 | 12·10 | 14·24 | 13·98 | 11·93 | | 16·86 | 19·22 | 8·93 | 7·30 | 14·20 | 1901 |
| **AVERAGE DEAD WEIGHT IN TONS IN A COACHING TRAIN.** | | | | | | | | | | | | | | | | | | |
| 236·76 | 207·89 | 122·90 | 234·49 | 282·74 | ... | 283·12 | 237·21 | 224·48 | 229·15 | 228·64 | 202·36 | 228·81 | 211·66 | 140·51 | 274·62 | ... | 191·04 | 1897 |
| 236·12 | 209·04 | 132·93 | 196·04 | 245·42 | ... | 270·90 | 230·97 | 227·74 | 234·49 | 233·60 | 207·03 | 230·53 | 217·62 | 139·96 | 281·48 | ... | 188·07 | 1898 |
| 236·69 | 212·98 | 131·99 | 200·54 | 263·29 | ... | 279·97 | 225·63 | 229·43 | 240·40 | 239·11 | 208·46 | 232·81 | 222·86 | 145·81 | 281·41 | ... | 180·24 | 1899 |
| 226·52 | 219·31 | 148·66 | 212·56 | 246·50 | ... | 284·60 | 219·33 | 226·54 | 231·73 | 231·10 | 218·90 | 226·53 | 232·05 | 145·30 | 264·43 | 186·00 | 181·42 | 1900 |
| 243·16 | 219·36 | *131·75 | 239·82 | 245·91 | 47·74 | † | 214·82 | 216·10 | 229·29 | 227·70 | 227·16 | | 232·95 | 150·18 | 191·22 | 117·59 | 184·02 | 1901 |
| **TOTAL AVERAGE WEIGHT IN TONS IN A COACHING TRAIN.** | | | | | | | | | | | | | | | | | | |
| 252·78 | 219·64 | 135·59 | 245·96 | 295·65 | ... | 298·02 | 251·89 | 238·78 | 245·83 | 245·07 | 212·03 | 241·55 | 226·03 | 156·63 | 293·97 | ... | 210·02 | 1897 |
| 252·45 | 220·58 | 145·17 | 207·24 | 254·72 | ... | 285·36 | 244·34 | 240·58 | 250·02 | 248·80 | 215·74 | 243·26 | 233·19 | 156·58 | 300·02 | ... | 204·89 | 1898 |
| 252·98 | 225·28 | 144·05 | 211·18 | 277·47 | ... | 295·19 | 238·28 | 242·12 | 255·33 | 253·77 | 218·74 | 244·46 | 238·90 | 163·57 | 301·30 | ... | 194·95 | 1899 |
| 243·10 | 231·55 | 161·92 | 225·05 | 265·43 | ... | 301·25 | 231·19 | 239·31 | 246·78 | 245·87 | 229·95 | 236·85 | 249·02 | 161·82 | 282·10 | 199·69 | 197·94 | 1900 |
| 260·27 | 232·41 | *144·10 | 254·91 | 261·89 | 54·35 | † | 226·61 | 228·20 | 243·53 | 241·68 | 239·09 | | 249·81 | 169·40 | 200·15 | 124·89 | 198·22 | 1901 |

Nágpur railway and partly to the Madras railway from the 1st January 1901.

P. T. O.

# Appendix 31.
Loads—Coaching.



## *Average load and weight of Coaching*

(Referred to in paragraph

*N.B.*—A reference to Appendix 2 will furnish the key

| GAUGE. | 3′ 3½″. | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| CLASS: NO. | 14 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| Calendar year. | A. B. | B. & N. W. | R. & K. (*a*) & (*b*). | J. B. | U. C. | B. G. J. P. | S. M. | W. I. P. | S. I. | B. |
| **AVERAGE NUMBER OF PASSENGERS IN A COACHING TRAIN.** | | | | | | | | | | |
| 1ST CLASS. | | | | | | | | | | |
| 1897 | 1·19 | 0·55 | 1·25 | 1·17 | * | 1·04 | 1·28 | ... | 0·59 | 1·18 |
| 1898 | 1·43 | 0·43 | 1·46 | 1·31 | 0·78 | 1·26 | 1·90 | ... | 0·70 | 1·06 |
| 1899 | 1·27 | 0·44 | 1·48 | 0·93 | 1·05 | 1·13 | 1·73 | ... | 0·75 | 1·13 |
| 1900 | 1·23 | 0·46 | 1·28 | 0·79 | 1·27 | 0·91 | 1·40 | ... | 0·76 | 1·14 |
| 1901 | 0·88 | 0·45 | 1·02 | 0·70 | 0·98 | 1·02 | 1·14 | 0·88 | 0·85 | 1·29 |
| 2ND CLASS. | | | | | | | | | | |
| 1897 | 1·84 | 0·90 | 5·72 | 5·55 | * | 7·38 | 3·91 | ... | 3·84 | 6·50 |
| 1898 | 2·39 | 0·72 | 7·14 | 4·58 | 2·34 | 7·32 | 5·08 | ... | 2·78 | 4·62 |
| 1899 | 2·59 | 0·78 | 6·13 | 4·23 | 2·39 | 7·78 | 6·59 | ... | 2·94 | 4·72 |
| 1900 | 2·43 | 0·87 | 6·19 | 4·06 | 2·62 | 6·20 | 4·81 | ... | 3·19 | 4·99 |
| 1901 | 1·94 | 0·96 | 5·77 | 3·64 | 2·70 | 6·47 | 3·78 | 4·43 | 3·51 | 5·71 |
| INTERMEDIATE CLASS. | | | | | | | | | | |
| 1897 | ... | 1·89 | 1·97 | ... | * | ... | ... | ... | ... | ... |
| 1898 | ... | 1·49 | 2·51 | ... | 3·34 | ... | ... | ... | ... | 5·63 |
| 1899 | ... | 1·66 | 2·78 | ... | 3·48 | 0·25 | ... | ... | ... | 7·15 |
| 1900 | 0·22 | 2·24 | 2·60 | ... | 5·18 | 4·83 | ... | ... | ... | 3·98 |
| 1901 | 0·81 | 2·87 | 2·02 | ... | 4·67 | 6·70 | ... | ... | ... | ... |
| 3RD CLASS. | | | | | | | | | | |
| 1897 | 202·78 | 219·10 | 167·59 | 445·27 | * | 188·75 | 180·78 | ... | 222·45 | 215·72 |
| 1898 | 272·58 | 192·20 | 213·48 | 389·40 | 213·14 | 163·66 | 177·79 | ... | 203·21 | 200·98 |
| 1899 | 280·55 | 177·48 | 233·66 | 410·06 | 284·45 | 186·83 | 171·77 | ... | 222·91 | 203·55 |
| 1900 | 275·49 | 176·91 | 226·23 | 357·68 | 305·05 | 169·60 | 190·42 | ... | 239·03 | 215·09 |
| 1901 | 219·78 | 202·02 | 180·92 | 196·96 | 302·96 | 192·23 | 172·63 | 85·74 | 262·93 | 219·49 |
| TOTAL NUMBER OF PASSENGERS IN A COACHING TRAIN. | | | | | | | | | | |
| 1897 | 205·81 | 222·44 | 176·54 | 452·00 | * | 197·17 | 185·98 | ... | 226·88 | 229·03 |
| 1898 | 276·41 | 194·85 | 224·59 | 395·30 | 219·59 | 172·24 | 184·77 | ... | 206·69 | 213·82 |
| 1899 | 284·41 | 180·37 | 244·06 | 415·23 | 291·38 | 196·00 | 180·10 | ... | 226·60 | 213·39 |
| 1900 | 279·59 | 180·49 | 236·30 | 362·54 | 314·15 | 181·55 | 196·63 | ... | 242·98 | 221·23 |
| 1901 | 223·41 | 206·30 | 189·73 | 201·30 | 311·31 | 206·42 | 177·55 | 91·05 | 267·29 | 226·49 |
| **PERCENTAGE OF FREIGHT ON CAPACITY HAULED.** | | | | | | | | | | |
| 1ST CLASS. | | | | | | | | | | |
| 1897 | 4·40 | 2·25 | 5·72 | 7·91 | * | 5·57 | 12·24 | ... | 5·79 | 8·38 |
| 1898 | 6·07 | 2·01 | 5·88 | 10·77 | 7·19 | 5·96 | 15·54 | ... | 7·27 | 6·69 |
| 1899 | 7·43 | 2·70 | 5·05 | 8·72 | 7·06 | 5·56 | 13·76 | ... | 7·90 | 7·47 |
| 1900 | 7·92 | 2·98 | 4·98 | 6·43 | 7·15 | 4·76 | 13·72 | ... | 8·33 | 7·59 |
| 1901 | 5·51 | 2·81 | 5·69 | 4·69 | 6·50 | 5·28 | 11·77 | 0·65 | 8·72 | 8·97 |
| 2ND CLASS. | | | | | | | | | | |
| 1897 | 7·40 | 3·44 | 27·67 | 41·17 | * | 23·82 | 22·31 | ... | 18·36 | 18·41 |
| 1898 | 7·71 | 3·38 | 34·13 | 36·19 | 23·23 | 21·97 | 25·22 | ... | 13·77 | 12·99 |
| 1899 | 9·02 | 3·87 | 24·82 | 32·94 | 18·57 | 22·88 | 30·04 | ... | 16·70 | 12·88 |
| 1900 | 8·95 | 4·06 | 28·24 | 32·77 | 18·72 | 19·06 | 25·64 | ... | 19·03 | 14·61 |
| 1901 | 7·73 | 4·10 | 41·36 | 20·99 | 17·33 | 18·78 | 23·01 | 3·29 | 20·47 | 21·30 |
| INTERMEDIATE CLASS. | | | | | | | | | | |
| 1897 | ... | 8·58 | 9·16 | ... | * | ... | ... | ... | ... | ... |
| 1898 | ... | 7·81 | 10·57 | ... | 25·92 | ... | ... | ... | ... | 18·77 |
| 1899 | ... | 8·91 | 11·27 | ... | 8·11 | 9·33 | ... | ... | ... | 23·85 |
| 1900 | 3·02 | 9·66 | 9·28 | ... | 9·98 | 17·68 | ... | ... | ... | 15·51 |
| 1901 | 3·33 | 8·36 | 11·98 | ... | 10·26 | 30·25 | ... | ... | ... | ... |
| 3RD CLASS. | | | | | | | | | | |
| 1897 | 36·19 | 42·29 | 35·20 | 96·97 | * | 47·94 | 43·26 | ... | 49·98 | 49·34 |
| 1898 | 37·96 | 42·73 | 37·97 | 98·92 | 58·55 | 47·88 | 24·92 | ... | 47·23 | 49·41 |
| 1899 | 41·48 | 43·57 | 38·44 | 100·06 | 62·04 | 48·56 | 41·85 | ... | 51·38 | 49·02 |
| 1900 | 43·93 | 42·07 | 69·01 | 91·18 | 52·96 | 48·91 | 44·32 | ... | 54·93 | 48·88 |
| 1901 | 44·78 | 47·65 | 46·17 | 46·20 | 62·26 | 52·34 | 43·33 | 63·62 | 58·84 | 46·79 |

* The figures for 1897 are included with the Rajputana-Malwa railway.

# DIX 31—*concld.*



## *trains on each railway (by systems).*

46 of Report.)
to the code letters used to express railway systems.

| 3′ 3⅜″. | | | | | | | | | | GAUGE. |
|---|---|---|---|---|---|---|---|---|---|---|
| 14 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | CLASS : No. |
| A. B. | B. & N. W. | R. & K. (*a*) & (*b*) | J. B. | U. C. | B. G. J. P. | S. M. | W. I. P. | S. I. | B. | Calendar year. |
| AVERAGE NUMBER OF VEHICLES IN A COACHING TRAIN | | | | | | | | | | |
| 1ST CLASS. | | | | | | | | | | |
| 1·74 | 1·99 | 1·82 | 2·49 | ... | 1·45 | 1·30 | ... | 1·15 | 1·78 | 1897 |
| 2·03 | 1·81 | 2·07 | 2·13 | 0·88 | 1·97 | 1·51 | ... | 1·10 | 1·84 | 1898 |
| 1·88 | 1·63 | 2·44 | 1·89 | 1·23 | 1·90 | 1·56 | ... | 1·10 | 1·82 | 1899 |
| 1·74 | 1·59 | 2·14 | 2·07 | 1·45 | 1·82 | 1·26 | ... | 1·06 | 1·86 | 1900 |
| 1·68 | 1·68 | 1·51 | 1·23 | 1·21 | 1·97 | 1·21 | 1·19 | 1·11 | 1·79 | 1901 |
| 2ND CLASS. | | | | | | | | | | |
| 1·68 | 1·62 | 1·73 | 2·25 | ... | 1·90 | 1·42 | ... | 1·72 | 2·61 | 1897 |
| 1·94 | 1·43 | 1·75 | 2·09 | 0·82 | 2·53 | 1·63 | ... | 1·67 | 2·53 | 1898 |
| 1·84 | 1·37 | 2·07 | 2·16 | 1·07 | 2·53 | 1·76 | ... | 1·45 | 2·67 | 1899 |
| 1·73 | 1·37 | 1·83 | 2·20 | 1·23 | 2·44 | 1·51 | ... | 1·32 | 2·58 | 1900 |
| 1·61 | 1·54 | 1·35 | 1·37 | 1·29 | 2·70 | 1·32 | 1·01 | 1·36 | 2·35 | 1901 |
| INTERMEDIATE CLASS. | | | | | | | | | | |
| ... | 0·83 | 1·21 | ... | ... | ... | ... | ... | ... | ... | 1897 |
| ... | 0·86 | 1·34 | ... | 0·89 | ... | ... | ... | ... | 0·52 | 1898 |
| ... | 0·85 | 1·42 | ... | 1·79 | 0·07 | ... | ... | ... | 1·32 | 1899 |
| 0·43 | 1·04 | 1·31 | ... | 2·21 | 1·66 | ... | ... | ... | 1·12 | 1900 |
| 1·06 | 1·57 | 0·74 | ... | 1·90 | 1·59 | ... | ... | ... | ... | 1901 |
| 3RD CLASS. | | | | | | | | | | |
| 16·18 | 15·43 | 15·35 | 28·58 | ... | 11·65 | 13·28 | ... | 14·09 | 14·98 | 1897 |
| 19·67 | 15·76 | 18·17 | 24·77 | 12·60 | 11·46 | 12·55 | ... | 14·22 | 14·18 | 1898 |
| 18·99 | 13·82 | 19·67 | 24·80 | 16·01 | 12·68 | 12·87 | ... | 13·94 | 14·31 | 1899 |
| 17·37 | 14·00 | 17·38 | 24·06 | 19·92 | 11·56 | 13·41 | ... | 13·99 | 15·07 | 1900 |
| 13·84 | 14·55 | 11·53 | 12·55 | 16·77 | 11·93 | 12·30 | 7·18 | 14·37 | 15·68 | 1901 |
| TOTAL NUMBER OF VEHICLES IN A COACHING TRAIN. | | | | | | | | | | |
| 23·37 | 22·33 | 23·45 | 36·92 | ... | 18·30 | 18·94 | ... | 19·17 | 22·84 | 1897 |
| 28·67 | 22·22 | 26·48 | 35·50 | 18·15 | 19·55 | 18·84 | ... | 18·69 | 22·72 | 1898 |
| 22·40 | 19·90 | 28·86 | 35·44 | 23·77 | 20·63 | 19·53 | ... | 19·01 | 22·87 | 1899 |
| 26·11 | 20·10 | 25·68 | 34·73 | 29·36 | 20·91 | 19·11 | ... | 18·75 | 22·45 | 1900 |
| 22·44 | 21·50 | 17·73 | 19·12 | 21·17 | 21·57 | 17·63 | 9·38 | 19·38 | 22·53 | 1901 |
| AVERAGE WEIGHT OF FREIGHT IN TONS IN A COACHING TRAIN. | | | | | | | | | | |
| 13·29 | 14·04 | 12·66 | 30·85 | ... | 12·90 | 12·41 | ... | 14·17 | 14·54 | 1897 |
| 18·21 | 12·38 | 15·10 | 27·16 | 14·08 | 11·53 | 12·92 | ... | 12·95 | 13·64 | 1898 |
| 18·85 | 11·46 | 16·28 | 28·13 | 19·79 | 12·94 | 12·77 | ... | 14·21 | 13·64 | 1899 |
| 18·36 | 11·42 | 15·75 | 23·72 | 20·36 | 12·11 | 13·41 | ... | 15·31 | 16·19 | 1900 |
| 14·53 | 13·02 | 12·53 | 13·52 | 20·23 | 13·54 | 12·01 | 6·44 | 16·81 | 16·83 | 1901 |
| AVERAGE DEAD WEIGHT IN TONS IN A COACHING TRAIN. | | | | | | | | | | |
| 199·29 | 161·37 | 152·03 | 305·38 | ... | 136·65 | 144·76 | ... | 137·75 | 156·11 | 1897 |
| 249·40 | 144·50 | 166·52 | 284·50 | 150·09 | 133·60 | 145·52 | ... | 137·18 | 154·19 | 1898 |
| 239·72 | 137·75 | 183·30 | 287·32 | 187·76 | 139·23 | 149·74 | ... | 137·43 | 159·19 | 1899 |
| 217·38 | 139·47 | 171·81 | 277·72 | 222·78 | 136·02 | 146·64 | ... | 141·72 | 149·03 | 1900 |
| 188·70 | 147·31 | 122·95 | 162·45 | 196·67 | 140·56 | 141·42 | 141·21 | 145·77 | 162·78 | 1901 |
| TOTAL AVERAGE WEIGHT IN TONS IN A COACHING TRAIN. | | | | | | | | | | |
| 212·58 | 175·42 | 164·09 | 336·24 | ... | 149·55 | 157·17 | ... | 151·92 | 170·65 | 1897 |
| 267·61 | 156·88 | 181·62 | 311·66 | 164·17 | 145·14 | 158·44 | ... | 150·13 | 167·83 | 1898 |
| 258·58 | 149·22 | 199·58 | 315·45 | 207·55 | 152·17 | 162·52 | ... | 151·64 | 172·83 | 1899 |
| 235·75 | 150·89 | 188·06 | 301·44 | 243·14 | 148·13 | 160·05 | ... | 157·03 | 165·22 | 1900 |
| 203·23 | 160·33 | 135·48 | 175·97 | 216·90 | 154·10 | 153·43 | 147·65 | 162·58 | 179·61 | 1901 |

## Appendix 32.
Loads—Goods.

## APPEN

*Average load and weight of Goods*

(Referred to in paragraph

*N. B.*—A reference to Appendix 2 will furnish the key to

| GAUGE. | 5′ 6″ | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CLASS: No. | 1 | 2 | | 3 | 4 | | | 5 | 6 | 7 | | | 8 | | 9 | |
| Calendar year. | E. I. | E. B. S. SYSTEM. | | B. C. | B. N. SYSTEM. | | E. C. | P. T. | O. & R. | N. W. SYSTEM (*a*) to (*e*) | | | G. I. P. SYSTEM. | | B., B. & C. I. SYSTEM. | |
| | | 5′ 6″ gauge. | Other gauges. | | B. N. (*a*) | R. D. (*b*) | | | | Mily. sec. | Comml. sec. | Entire line. | G. I. P. (*a*) to (*c*) | I. M. (*d*) to (*g*). | B., B. & C. I. (*a*) to (*f*) | R. M. (*g*) to (*j*). |
| **AVERAGE LOAD OF A LOADED GOODS VEHICLE.** | | | | | | | | | | | | | | | | |
| 1897 | 9′76 | 6′42 | 3′41 | 4′92 | 8′66 | ... | 9′62 | ... | 6′33 | 7′02 | 6′61 | 6′66 | 6′99 | 7′28 | 7′16 | 4′70 |
| 1898 | 9′94 | 6′69 | 3′32 | 6′10 | 8′77 | ... | 9′94 | ... | 6′35 | 7′01 | 8′18 | 8′11 | 8′70 | 7′47 | 7′74 | 5′11 |
| 1899 | 10′38 | 6′59 | 3′37 | 5′97 | 9′11 | ... | 10′16 | ... | 6′68 | 6′79 | 7′98 | 7′89 | 8′33 | 7′50 | 7′23 | 4′97 |
| 1900 | 10′72 | 6′57 | 4′14 | 6′10 | 9′82 | ... | 10′58 | ... | 6′54 | 6′18 | 7′83 | 7′66 | 7′68 | 8′01 | 7′56 | 5′37 |
| 1901 | 10′95 | 6′74 | 3′87 | 5′30 | 6′68 | 4′41 | * | 10′00 | 6′65 | 6′94 | 8′91 | 8′75 | 7′66 | | 8′24 | 5′66 |
| **AVERAGE LOAD OF A GOODS VEHICLE. (Including both loaded and empty.)** | | | | | | | | | | | | | | | | |
| 1897 | 7′00 | 4′51 | 2′61 | 3′08 | 5′36 | ... | 6′31 | ... | 4′54 | 4′85 | 4′95 | 4′94 | 4′95 | 4′65 | 5′40 | 3′75 |
| 1898 | 7′12 | 4′87 | 2′56 | 3′88 | 5′81 | ... | 6′75 | ... | 4′48 | 5′06 | 5′69 | 5′64 | 6′03 | 4′73 | 5′78 | 3′90 |
| 1899 | 7′14 | 4′79 | 2′65 | 3′71 | 5′96 | ... | 6′63 | ... | 4′70 | 4′90 | 5′73 | 5′65 | 5′93 | 4 67 | 5′33 | 3′81 |
| 1900 | 7′12 | 4′70 | 3′18 | 3 67 | 6′14 | ... | 6′65 | ... | 4 79 | 4′82 | 6′10 | 5′94 | 5′38 | 5′48 | 4′98 | 3′81 |
| 1901 | 7′45 | 4′79 | 3′09 | 3′24 | 4′67 | 3′08 | * | 5′00 | 4′97 | 4′92 | 6′49 | 6′37 | 5′52 | | 6′31 | 4′11 |
| **AVERAGE NUMBER OF FREIGHT VEHICLES IN A GOODS TRAIN.** | | | | | | | | | | | | | | | | |
| 1897 | 29′08 | 28′46 | 26′89 | 19′17 | 22′55 | ... | 16′45 | ... | 24′78 | 15′80 | 25′67 | 24′29 | 20′86 | 26′24 | 34′62 | 27′85 |
| 1898 | 27′97 | 29′63 | 27′53 | 14′99 | 21 64 | ... | 15′76 | ... | 24′38 | 15′23 | 27′73 | 26′35 | 23′46 | 25 69 | 36′68 | 29′08 |
| 1899 | 27′81 | 29′74 | 27′13 | 17′63 | 25′70 | ... | 16′31 | ... | 25′20 | 14′93 | 27′49 | 25′91 | 23′63 | 25′81 | 38′92 | 30′63 |
| 1900 | 27′51 | 33′40 | 22′81 | 21′24 | 25′48 | ... | 18′93 | ... | 23′65 | 14′48 | 24′57 | 23′06 | 24′85 | 27′50 | 40′15 | 32′38 |
| 1901 | 27′26 | 28′47 | 21′55 | 21′06 | 25′77 | 8′18 | * | 32′09 | 25′30 | 15′12 | 27′34 | 25′65 | 26′05 | | 39′75 | 31′23 |
| **AVERAGE NUMBER OF BRAKEVANS IN A GOODS TRAIN.** | | | | | | | | | | | | | | | | |
| 1897 | 0′85 | 1′02 | 1′08 | 0′56 | 1′80 | ... | 1′23 | ... | 1′49 | 1′58 | 1′28 | 1′33 | 1′91 | 1′03 | 0′91 | 0′82 |
| 1898 | 1′02 | 1′05 | 1′09 | 1′73 | 1′83 | ... | 1′48 | ... | 1′39 | 1′59 | 1′23 | 1′27 | 1′87 | 1′79 | 0′87 | 0′81 |
| 1899 | 0′90 | 1′01 | 1′08 | 1′35 | 1′90 | ... | 1′42 | ... | 1′26 | 1′60 | 1′22 | 1′27 | 1′81 | 1′79 | 0′80 | 0′84 |
| 1900 | 0′91 | 1′01 | 1′15 | 0′91 | 1′76 | ... | 1′27 | ... | 1′33 | 1′45 | 1′26 | 1′29 | 1′82 | 1′89 | 0′91 | 0′87 |
| 1901 | 0′89 | 1′03 | 1′09 | 0′80 | 1′98 | 1′10 | * | ... | 1′23 | 1′34 | 1′13 | 1′16 | 1′91 | | 0′85 | 0′88 |
| **TOTAL NUMBER OF VEHICLES IN A GOODS TRAIN.** | | | | | | | | | | | | | | | | |
| 1897 | 29′93 | 29′49 | 27′97 | 19′74 | 24′35 | ... | 17′69 | ... | 26′27 | 17′38 | 26′95 | 25′62 | 22′77 | 28′17 | 35′53 | 28′67 |
| 1898 | 28′99 | 30 68 | 28′62 | 16′72 | 23′47 | ... | 17′24 | ... | 25′78 | 16′82 | 28′96 | 27′62 | 25′33 | 27′48 | 37′55 | 29′89 |
| 1899 | 28′72 | 30′75 | 28′21 | 18′99 | 27′60 | ... | 17′73 | ... | 26′46 | 16′58 | 28′71 | 27′19 | 25′44 | 27′61 | 39′72 | 31′47 |
| 1900 | 28′42 | 33 41 | 23′97 | 22′15 | 27′24 | ... | 20′20 | ... | 24′98 | 15′94 | 25′83 | 24′36 | 26′67 | 29′39 | 41′07 | 33′25 |
| 1901 | 28′15 | 29′50 | 22′64 | 21′86 | 27′75 | 9′28 | * | 32′00 | 26′53 | 16′46 | 28′47 | 26′81 | 27′96 | | 40′60 | 32′11 |
| **AVERAGE WEIGHT OF FREIGHT IN A GOODS TRAIN.** | | | | | | | | | | | | | | | | |
| 1897 | 203′61 | 128′00 | 70′05 | 59′86 | 121′11 | ... | 103′82 | ... | 111′70 | 76′44 | 126′69 | 119′71 | 103′29 | 122′14 | 186′87 | 104′34 |
| 1898 | 199′20 | 143′31 | 70′54 | 56′93 | 125′97 | ... | 107′49 | ... | 110′19 | 75′94 | 157′94 | 148 84 | 141′53 | 121:89 | 212′34 | 113′58 |
| 1899 | 198′67 | 141′52 | 72′02 | 64′06 | 152′99 | ... | 108 27 | ... | 119′42 | 72′75 | 157′46 | 146′57 | 140′41 | 120′59 | 207′59 | 116′62 |
| 1900 | 196′11 | 149′41 | 72 14 | 77′95 | 156′93 | ... | 126′02 | ... | 113′56 | 68′48 | 150′07 | 137′15 | 133′78 | 150′60 | 199′55 | 123′26 |
| 1901 | 203′12 | 136′56 | 66′60 | 68′24 | 120′35 | 25′18 | * | 160′00 | 125′62 | 74′44 | 177′54 | 163′29 | 143′72 | | 250′75 | 128′42 |
| **AVERAGE DEAD WEIGHT IN A GOODS TRAIN.** | | | | | | | | | | | | | | | | |
| 1897 | 243′77 | 282′83 | 129′57 | 201′51 | 268′93 | ... | 219′08 | ... | 220′74 | 189′74 | 256′16 | 246′87 | 215′08 | 272′69 | 279′50 | 141′58 |
| 1898 | 192′13 | 281′27 | 135′97 | 182′63 | 265′22 | ... | 220′04 | ... | 216′45 | 186′31 | 270′84 | 261′46 | 235′58 | 268 16 | 293′43 | 143′71 |
| 1899 | 244′29 | 280′78 | 140′81 | 203′19 | 293′73 | ... | 212′81 | ... | 224′45 | 186′97 | 272′12 | 261′39 | 240′01 | 273′70 | 310′58 | 150′18 |
| 1900 | 244′60 | 301′15 | 117′97 | 233′55 | 254′14 | ... | 233′46 | ... | 218′00 | 180′79 | 249′96 | 239′57 | 251′22 | 292′18 | 330′87 | 154′02 |
| 1901 | 252′18 | 275′75 | 128′65 | 230′41 | 261′41 | 41′67 | * | 208′00 | 249 21 | 183′92 | 268′66 | 256′94 | 265′22 | | 327′45 | 149′55 |
| **TOTAL AVERAGE WEIGHT, FREIGHT AND DEAD WEIGHT, OF GOODS TRAINS.** | | | | | | | | | | | | | | | | |
| 1897 | 447′38 | 410 84 | 199′62 | 261′37 | 390′04 | ... | 322′90 | ... | 332′45 | 266′19 | 382′85 | 366′59 | 318′38 | 394′83 | 466′37 | 245′92 |
| 1898 | 441 34 | 424′59 | 206′51 | 239′56 | 391′19 | ... | 327′53 | ... | 326′64 | 262′26 | 428′78 | 410′31 | 327′11 | 390′09 | 505′77 | 257′29 |
| 1899 | 442′94 | 422′30 | 212′83 | 267′75 | 446′72 | ... | 321′08 | ... | 343′87 | 259′72 | 429′59 | 407′96 | 380′42 | 394′29 | 518′17 | 266′80 |
| 1900 | 440′72 | 450′56 | 190′11 | 311 50 | 411′07 | ... | 359′49 | ... | 331′56 | 249′27 | 400′04 | 376′72 | 385′01 | 442′78 | 530′42 | 277′28 |
| 1901 | 455′30 | 412′31 | 195′25 | 298′65 | 381′76 | 66′85 | * | 368′00 | 374′83 | 258′36 | 446′20 | 420′23 | 408′94 | | 578′20 | 277′97 |
| **PERCENTAGE OF FREIGHT UPON CAPACITY HAULED.** | | | | | | | | | | | | | | | | |
| 1897 | 52′62 | 42′77 | 46′53 | 25′17 | 39′90 | ... | 42′68 | ... | 41′90 | 39′31 | 39′63 | 39′60 | 43′66 | 39′84 | 45′62 | 53′81 |
| 1898 | 52′48 | 43′21 | 42′79 | 26′10 | 41′78 | ... | 42′76 | ... | 42′19 | 40′81 | 45′15 | 44′81 | 50′04 | 39′55 | 48′12 | 54′19 |
| 1899 | 51 06 | 41′83 | 41′38 | 24′90 | 43′61 | ... | 43′32 | ... | 43′24 | 39′37 | 44 90 | 44′40 | 45′76 | 37′31 | 44′09 | 52′70 |
| 1900 | 50′18 | 40′67 | 52′99 | 24′19 | 43′93 | ... | 43′44 | ... | 43′05 | 38′62 | 47 76 | 46′60 | 39′34 | 42′31 | 40′78 | 52′05 |
| 1901 | 51 69 | 40′92 | 46′61 | 22′17 | 32′12 | 58′72 | * | ... | 44′13 | 39′12 | 50′70 | 49′77 | 40′87 | | 50′70 | 48′98 |

* Transferred partly to the Bengal-Nágpur railway and partly to the Madras railway from the 1st January 1901.

# DIX 32.



*trains on each railway (by systems.)*

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the code letters used to express railway systems.

| 3′ 3⅜″. | | | | | | | | | | | | | GAUGE. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10 | | 11 | | 14 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | CLASS: No. |
| N. G. S. SYSTEM. | | MADRAS SYSTEM. | | A. B. | B. & N. W. | R. & K. (*a*) & (*b*). | J. B. | U. C. † | B. G. J. P. | S. M. | W. I. P. | S. I. | B. | Calendar year. |
| N. G. S. (*a*) & (*b*). | H. G. V. (*c*). | M. (*a*) to (*c*). | Nilgiri (*d*). | | | | | | | | | | | |
| AVERAGE LOAD OF A LOADED GOODS VEHICLE. | | | | | | | | | | | | | | |
| 10·71 | ... | 6·21 | ... | 5·19 | 4·38 | 3·78 | 4·52 | ...† | 3·54 | 4·71 | ... | 4·05 | 4·18 | 1897 |
| 11·15 | ... | 6·20 | ... | 5·41 | 5·36 | 4·37 | 4·93 | 2·85 | 3·37 | 4·55 | ... | 3·97 | 3·89 | 1898 |
| 11·17 | ... | 6·15 | ... | 3·46 | 5·89 | 5·05 | 5·45 | 3·79 | 3·54 | 4·84 | ... | 3·92 | 4·03 | 1899 |
| 10·44 | 4·31 | 6·20 | ... | 4·54 | 5·12 | 5·12 | 6·70 | 4·80 | 3·73 | 4·54 | ... | 4·20 | 4·21 | 1900 |
| 10·32 | 3·75 | 7·20 | 9·23 | 5·74 | 5·40 | 4·96 | 5·05 | 4·75 | 3·54 | 4·33 | 5·27 | 4·71 | 4·45 | 1901. |
| AVERAGE LOAD OF A GOODS VEHICLE. (Including both loaded and empty.) | | | | | | | | | | | | | | |
| 6·25 | ... | 4·86 | ... | 3·28 | 3·15 | 2·57 | 2·63 | ...† | 2·42 | 3·38 | ... | 2·97 | 2·69 | 1897 |
| 6·60 | ... | 4·70 | ... | 3·31 | 3·95 | 2·79 | 2·94 | 1·83 | 2·40 | 3·63 | ... | 2·99 | 2·70 | 1898 |
| 6·72 | ... | 4·59 | ... | 2·58 | 4·16 | 3·23 | 3·22 | 2·17 | 2·42 | 3·55 | ... | 2·90 | 2·84 | 1899 |
| 5·91 | 2·76 | 4·57 | ... | 3·03 | 3·52 | 3·39 | 3·88 | 2·57 | 2·32 | 3·26 | ... | 3·23 | 2·99 | 1900 |
| 6·21 | 2·59 | 5·02 | 7·26 | 3·80 | 3·88 | 3·28 | 3·32 | 2·69 | 2·55 | 3·28 | 4·35 | 3·59 | 3·07 | 1901 |
| AVERAGE NUMBER OF FREIGHT VEHICLES IN A GOODS TRAIN. | | | | | | | | | | | | | | |
| 24·75 | ... | 24·80 | ... | 21·27 | 28·35 | 20·95 | 21·27 | ...† | 25·44 | 20·79 | ... | 18·81 | 27·41 | 1897 |
| 24·70 | ... | 24·21 | ... | 23·68 | 23·81 | 21·23 | 20·65 | 23·02 | 24·77 | 21·59 | ... | 18·78 | 27·45 | 1898 |
| 24·77 | ... | 23·74 | ... | 30·90 | 23·94 | 19·20 | 21·56 | 25·42 | 25·35 | 22·64 | ... | 18·88 | 26·81 | 1899 |
| 27·19 | 17·29 | 23·24 | ... | 25·81 | 24·57 | 17·91 | 18·11 | 26·65 | 25·07 | 22·25 | ... | 18·97 | 25·07 | 1900 |
| 20·15 | 10·69 | 23·80 | 2·02 | 22·66 | 25·08 | 22·71 | 20·68 | 25·37 | 26·44 | 22·01 | 14·75 | 19·47 | 24·88 | 1901 |
| AVERAGE NUMBER OF BRAKEVANS IN A GOODS TRAIN. | | | | | | | | | | | | | | |
| 1·97 | ... | 4·17 | ... | 1·61 | 1·51 | 1·68 | 0·26 | ...† | 0·71 | 1·10 | ... | 0·66 | 1·59 | 1897 |
| 1·99 | ... | 4·04 | ... | 1·69 | 1·35 | 1·64 | 0·23 | ... | 0·47 | 1·27 | ... | 0·62 | 1·50 | 1898 |
| 1·97 | ... | 3·81 | ... | 1·63 | 1·19 | 1·52 | 0·40 | 0·11 | 0·55 | 1·32 | ... | 0·61 | 1·61 | 1899 |
| 1·97 | 1·71 | 3·85 | ... | 1·60 | 1·24 | 1·48 | 0·45 | 0·25 | 0·64 | 1·36 | ... | 0·55 | 1·28 | 1900 |
| 1·65 | 1·12 | 3·26 | 1·47 | 1·47 | 1·29 | 1·36 | 0·41 | ... | 0·53 | 1·30 | 0·50 | 0·59 | 1·28 | 1901 |
| TOTAL NUMBER OF VEHICLES IN A GOODS TRAIN. | | | | | | | | | | | | | | |
| 26·72 | ... | 28·18 | ... | 22·88 | 29·87 | 22·63 | 21·54 | ...† | 26·15 | 21·89 | ... | 19·47 | 29·00 | 1897 |
| 26·69 | ... | 28·26 | ... | 25·38 | 25·17 | 22·88 | 20·88 | 23·02 | 25·25 | 22·86 | ... | 19·41 | 28·95 | 1898 |
| 26·75 | ... | 27·55 | ... | 32·53 | 25·13 | 20·72 | 21·50 | 25·52 | 25·90 | 23·96 | ... | 19·49 | 28·42 | 1899 |
| 29·16 | 19·00 | 27·09 | ... | 27·41 | 25·81 | 19·39 | 18·56 | 26·90 | 26·31 | 23·61 | ... | 19·52 | 26·35 | 1900 |
| 21·80 | 11·81 | 27·06 | 3·49 | 24·13 | 26·37 | 24·07 | 21·09 | 25·37 | 26·97 | 23·31 | 15·25 | 20·06 | 26·16 | 1901 |
| AVERAGE WEIGHT OF FREIGHT IN A GOODS TRAIN. | | | | | | | | | | | | | | |
| 152·12 | ... | 116·70 | ... | 69·87 | 89·37 | 53·96 | 56·17 | ...† | 61·71 | 70·27 | ... | 55·90 | 73·96 | 1897 |
| 162·33 | ... | 113·94 | ... | 77·15 | 94·29 | 59·39 | 60·99 | 42·42 | 59·67 | 78·44 | ... | 56·24 | 74·34 | 1898 |
| 165·96 | ... | 109·41 | ... | 79·06 | 99·70 | 61·89 | 70·04 | 55·56 | 61·49 | 80·41 | ... | 54·70 | 76·20 | 1899 |
| 160·92 | 47·34 | 106·33 | ... | 77·80 | 86·98 | 60·93 | 69·38 | 68·71 | 59·66 | 72·52 | ... | 61·33 | 75·01 | 1900 |
| 124·23 | 29·06 | 119·42 | 14·62 | 86·02 | 97·42 | 74·39 | 68·59 | 68·53 | 67·48 | 72·21 | 1·49 | 69·93 | 76·39 | 1901 |
| AVERAGE DEAD WEIGHT IN A GOODS TRAIN. | | | | | | | | | | | | | | |
| 256·20 | ... | 262·95 | ... | 117·25 | 140·27 | 116·51 | 117·27 | ..† | 125·76 | 114·84 | ... | 110·83 | 134·17 | 1897 |
| 258·13 | ... | 260·41 | ... | 145·14 | 124·19 | 117·79 | 114·40 | 121·34 | 122·39 | 118·52 | ... | 110·71 | 135·46 | 1898 |
| 258·96 | ... | 254·61 | ... | 173·06 | 125·71 | 89·95 | 115·65 | 128·15 | 124·51 | 122·89 | ... | 110·31 | 135·88 | 1899 |
| 279·15 | 109·87 | 250·82 | ... | 139·50 | 129·65 | 93·22 | 101·73 | 131·55 | 123·25 | 122·58 | ... | 109·59 | 117·84 | 1900 |
| 232·28 | 82·26 | 260·99 | 60·51 | 132·40 | 129·63 | 112·54 | 120·89 | 129·46 | 126·00 | 121·36 | 167·39 | 112·34 | 118·47 | 1901 |
| TOTAL AVERAGE WEIGHT, FREIGHT AND DEAD WEIGHT, OF GOODS TRAINS. | | | | | | | | | | | | | | |
| 408·32 | ... | 379·65 | ... | 187·12 | 229·64 | 170·47 | 173·44 | ...† | 187·48 | 185·11 | ... | 166·73 | 208·13 | 1897 |
| 420·47 | ... | 374·35 | ... | 222·29 | 218·48 | 177·19 | 175·40 | 163·76 | 182·06 | 196·96 | ... | 166·95 | 209·80 | 1898 |
| 424·92 | ... | 363·52 | ... | 253·02 | 225·42 | 151·85 | 185·69 | 183·72 | 186·00 | 203·30 | ... | 165·01 | 212·18 | 1899 |
| 440·07 | 157·21 | 357·15 | ... | 217·30 | 216·64 | 154·15 | 171·11 | 200·27 | 182·91 | 195·11 | ... | 170·92 | 192·85 | 1900 |
| 356·51 | 111·32 | 380·41 | 75·13 | 218·42 | 227·05 | 186·93 | 189·48 | 197·99 | 193·48 | 193·57 | 168·88 | 182·27 | 194·86 | 1901 |
| PERCENTAGE OF FREIGHT UPON CAPACITY HAULED. | | | | | | | | | | | | | | |
| 51·38 | ... | 41·31 | ... | 40·70 | 39·09 | 34·90 | 41·77 | ...† | 44·75 | 46·04 | ... | 49·90 | 44·39 | 1897 |
| 53·76 | ... | 39·71 | ... | 39·97 | 49·17 | 33·85 | 44·09 | 26·62 | 42·69 | 54·29 | ... | 50·18 | 44·10 | 1898 |
| 53·90 | ... | 38·74 | ... | 37·11 | 50·87 | 39·86 | 45·79 | 30·53 | 41·11 | 53·96 | ... | 46·35 | 41·53 | 1899 |
| 46·56 | 28·08 | 38·35 | ... | 39·50 | 43·38 | 41·13 | 51·84 | 35·58 | 39·38 | 48·42 | ... | 50·12 | 43·03 | 1900 |
| 49·41 | 29·35 | 38·47 | 32·99 | 40·05 | 47·52 | 38·58 | 40·11 | 37·08 | 42·48 | 47·80 | 45·52 | 55·72 | 43·47 | 1901 |

† The figures for 1897 are included with the Rajputana-Malwa railway.

# Appendix 33.

## Rolling-Stock statistics.

## APPEN

*Number of, outlay on, and*

(Referred to in paragraphs

*N.B.*—A reference to Appendix 2 will furnish the key

| Progressive No. | GAUGE. | 5′ 6″ | | | | | |
|---|---|---|---|---|---|---|---|
| | CLASSIFICATION NUMBER. | 1 | 2 (*a*) | 3 | 4 (*a*) | 5 | 6 (*a*) & (*b*) |
| | Particulars. | E. I. | E. B. S. | B. C. | B. N. | P. T. | O. & R. |
| | **ENGINES.** | | | | | | |
| | Passenger engines— | | | | | | |
| 1 | Number at close of 1900 | 133 | 46 | * | 37 | ... | 39 |
| 2 | Number added in 1901 | ... | ... | * | 5 | ... | 3 |
| 3 | Number at close of 1901 | **133** | **46** | * | **42** | ... | **42** |
| | Goods and mixed engines— | | | | | | |
| 4 | Number at close of 1900 | 668 | 68 | 27† | 119 | 12 | 133 |
| 5 | Number added in 1901 | 13 | 4 | ... | 16 | 12 | ... |
| 6 | Number at close of 1901 | **‡ 681** | **72** | **27†** | **135** | **24** | **133** |
| 7 | Number per mile of line open of all classes | 0·39 | 0·44 | 0·19 | 0·11 | 3·00 | 0·16 |
| | Average mileage run by each in 1901— | | | | | | |
| 8 | Passenger | 35,192 | 26,356 | * | 36,248 | * | 19,536 |
| 9 | Goods | 24,019 | 23,029 | * | 23,256 | * | 29,706 |
| 10 | All classes | 25,845 | 24,326 | 17,308 | 23,213 | * | 27,265 |
| | Average mileage run by each per *diem*— | | | | | | |
| 11 | Passenger | 96 | 72 | * | 99 | * | 54 |
| 12 | Goods | 66 | 63 | * | 64 | * | 81 |
| 13 | All classes | 71 | 67 | 47 | 72 | * | 75 |
| 14 | Total value in thousands of rupees | * | * | 8,64 | 78,00 | 4,83 | 4,758 |
| 15 | Total value per mile of line open | * | * | 6,223 | 5,013 | 52,803 | 4,389 |
| | **COACHING STOCK.** | | | | | | |
| 16 | Number at close of 1900 | 1,996 | 514 | 117 | 569 | ... | 802 |
| 17 | Number added in 1901 | 149 | 10 | ... | 224 | .... | 2 |
| 18 | Number at close of 1901 | **‡ 2,145** | **524** | **117** | **793** | ... | **804** |
| 19 | Number per mile of line open 1st class | 0·09 | 0·18 | 0·09 | 0·04 | ... | 0·08 |
| 20 | Number per mile of line open 2nd class | 0·06 | 0·23 | 0 07 | 0 04 | ... | 0 05 |
| 21 | Number per mile of line open Intermediate class | 0·05 | 0·24 | 0·05 | 0·02 | ... | 0·05 |
| 22 | Number per mile of line open 3rd class | 0·43 | 0·84 | 0·33 | 0·25 | ... | 0·31 |
| 23 | Number per mile of line open all other classes | 0·39 | 0·56 | 0·36 | 0·16 | .... | 0·22 |
| 24 | Number per mile of line open total of all classes | 1·02 | 1·95 | 0·90 | 0·51 | ... | 0·71 |
| 25 | Average mileage run by each 1st class | * | * | * | * | ... | * |
| 26 | Average mileage run by each 2nd class | * | * | * | * | ... | * |
| 27 | Average mileage run by each Intermediate class | * | * | * | * | ... | * |
| 28 | Average mileage run by each 3rd class | * | * | * | * | ... | * |
| 29 | Average mileage run by each all other classes | * | * | * | * | ... | * |
| 30 | Average mileage run by each total of all classes | 54,288 | 32,676 | 29,855 | 40,818 | ... | 40,388 |
| 31 | Total value in thousands of rupees | * | * | * | 55,68 | ... | * |
| 32 | Total value per mile of line open | * | * | * | 3,578 | ... | * |
| | **GOODS STOCK.** | | | | | | |
| 33 | Number at close of 1900 — Covered wagons | 7,957 | 1,967 | 421 | 2,964 | 348 | 3,839 |
| 34 | Number at close of 1900 — Open ,, | 5,917 | 236 | 12 | 1,096 | 7 | ... |
| 35 | Number at close of 1900 — Timber trucks, including bolster trucks | 23 | 71 | 57 | 36 | ... | 99 |
| 36 | Number at close of 1900 — All other classes | 76 | 70 | 3 | 45 | 17 | 453 |
| 37 | Number at close of 1900 — Total of all classes | 13,973 | 2,344 | 493 | 4,141 | 372 | 4,391 |
| 38 | Number added in 1901 — Covered wagons | —144 | 51 | ... | 560 | 298 | 16 |
| 39 | Number added in 1901 — Open ,, | 1,585 | 5 | .... | 224 | 5 | ... |
| 40 | Number added in 1901 — Timber trucks including bolster trucks | ... | 3 | .... | 14 | 22 | 8 |
| 41 | Number added in 1901 — All other classes | 2 | 2 | 1 | 11 | 103 | 1 |
| 42 | Number added in 1901 — Total of all classes | 1,443 | 51 | 1 | 809 | 428 | 25 |
| 43 | Number at close of 1901 — Covered wagons | **7,813** | **2,018** | **421** | **3,524** | **646** | **3,855** |
| 44 | Number at close of 1901 — Open ,, | **7,502** | **241** | **12** | **1,320** | **12** | ... |
| 45 | Number at close of 1901 — Timber trucks including bolster trucks | **23** | **68** | **57** | **50** | **22** | **516** |
| 46 | Number at close of 1901 — All other classes | **78** | **68** | **4** | **56** | **120** | **45** |
| 47 | Number at close of 1901 — Total of all classes | **‡15,416** | **2,395** | **494** | **4,950** | **800** | **4,416** |
| 48 | Number of all classes per mile of line open | 7·21 | 8·93 | 3·56 | 3·19 | 87 | 3·90 |
| 49 | Average mileage run by each | 16,822 | 11,387 | 78·72 | 14,085 | * | 16,632 |
| 50 | Average tare in tons — Covered wagons | 6·94 | 7·22 | 7·85 | 7·86 | 7·00 | 7·39 |
| 51 | Average tare in tons — Open ,, | 6·42 | 6·58 | 7·65 | 7·10 | 5·00 | ... |
| 52 | Average carrying capacity in tons — Covered wagons | 14·34 | 11·40 | 12·39 | 14·71 | 10·00 | 10·81 |
| 53 | Average carrying capacity in tons — Open ,, | 14·82 | 14·13 | 17·00 | 15·24 | 10·00 | ... |
| 54 | Average load of a goods vehicle (both loaded and empty) | 7·45 | 4·79 | 3·24 | 4·67 | 5·00 | 4·97 |
| 55 | Total value in thousands of rupees | * | * | 28,15¶ | 1,29,87 | 16,68 | 1,28,76¶ |
| 56 | Total value per mile of line open | * | * | 20,266¶ | 8,347 | 1,81,445 | 11,359¶ |
| 57 | Grand total value of Rolling-Stock in thousands of rupees | 10,63,09 | 1,24,54 | 36,79 | 2,63,55 | 21,51 | 1,76,34 |
| 58 | Grand total value of Rolling-Stock per mile of line open | 50,593 | 46,523 | 26,489 | 16,938 | 2,34,248 | 15,748 |
| | **ROLLING STOCK UNDER SUPPLY.** | | | | | | |
| 59 | Engines | 119 | 11 | ... | 45 | 9 | 18 |
| 60 | Coaching vehicles | 303 | 42 | ... | 119 | 150 | 39 |
| 61 | Goods vehicles | 1,010 | ... | .... | 1,414 | ... | ... |

* Information not available.
† Including passenger engines.
‡ Excluding 15 engines, 2 coaching vehicles, 6 brakevans and 407 goods vehicles used for construction purposes.

# DIX 33.

*work done by Rolling-Stock.*

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to the code letters used to express railway systems.

# Appendix 33.

Rolling-Stock statistics.

| 5′ 6″ | | | | | | 3′ 3⅜″ | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7 | 8 | | 9 (*a*) to (*f*). | 10 (*a*) and (*b*) | 11 (*a*) to (*c*) | 2 (*b*) to (*d*). | 9 (*g*) to (*j*). | 10 (*c*) | 11 (*d*) | 12 | 13 (*a*) & (*b*) | Progressive No. |
| N. W. (*a*) to (*e*) | G. I. P. (*a*) to (*c*) | I. M. (*d*) to (*g*) | B. B. & C. I. | N. G. S. | M. | E. B. S. | R. M. | H. G. V. | N. | B. D. | D. S. | |
| **ENGINES.** | | | | | | | | | | | | |
| * | 165 | 10 | 66 | * | 46 | 50 | 145 | * | 2 | * | * | 1 |
| * | —5 | ... | ... | * | 15 | 7 | ... | * | ... | * | * | 2 |
| * | **160** | **10** | **66** | * | **61** | **57** | **145** | * | **2** | * | * | 3 |
| 660 | 440 | 132 | 120 | 54† | 122 | 54 | 283 | 35† | 2 | 14† | 22 | 4 |
| 15 | 10 | ... | 4 | ... | 49 | 10 | ... | ... | ... | —4 | ... | 5 |
| **676** | **450** | **132** | ** 122 | **54†** | **171** | **64** | **283** | **35†** | **2** | **10†** | **22** | 6 |
| 0·18 | 0·39 | 0·13 | 0·23 | 0·15 | 0·17 | 0·17 | 0·24 | 0·09 | 0·24 | 0·09 | 0·28 | 7 |
| * | 26,535 | 38,261 | * | * | 25,785 | ‖20,008 | * | * | 12,388 | * | * | 8 |
| * | 17,920 | 16,886 | * | * | 22,807 | ‖22,784 | * | * | 9,382 | * | * | 9 |
| 20,320 | 20,198 | 18,391 | 18,338 | 21,551 | 23,590 | ‖23,163 | 18,260 | 23,492 | 10,885 | 15,199 | * | 10 |
| * | 73 | 105 | * | * | 71 | ‖71 | * | * | 34 | * | * | 11 |
| * | 49 | 46 | * | * | 62 | ‖62 | * | * | 26 | * | * | 12 |
| 56 | 55 | 50 | 50 | 59 | 65 | ‖66 | 50 | 64 | 30 | 42 | * | 13 |
| 2,33,14 | 1,88,60 | 58,78 | * | 21,52 | 82,20 | * | 77,60 | 9,55 | * | 1,91 | * | 14 |
| 6,281 | 12,020 | 5,182 | * | 6,517 | 5,968 | * | 4,293 | 2,441 | * | 1,723 | * | 15 |
| **COACHING STOCK.** | | | | | | | | | | | | |
| 2,317 | 1,754 | 504 | 556 | 182 | 1,143 | 611 | 1,689 | 111 | 12 | 27 | 80 | 16 |
| 14 | —16 | 5 | 23 | ... | 16 | 14 | —32 | 17 | ... | 44 | ... | 17 |
| **2,331** | **1,738** | **509** | **579** | **182** | **1,159** | **625** | **1,657** | **128** | **12** | **71** | **80** | 18 |
| 0·04 | 0·07 | 0·05 | 0·05 | 0·10 | 0·07 | 0·09 | 0·07 | 0·05 | 0·15 | 8·08 | 0·05 | 19 |
| 0·04 | 0·12 | 0·04 | 0·07 | 0·04 | 0·09 | 0·07 | 0·05 | 0·03 | 0·03 | 0·04 | 0·05 | 20 |
| 0·04 | ... | ... | 0·03 | ... | ... | 0·10 | 0·03 | ... | ... | 0·02 | ... | 21 |
| 0·25 | 0·39 | 0·22 | 0·35 | 0·21 | 0·42 | 0·40 | 0·45 | 0·13 | 0·29 | 0·33 | 0·46 | 22 |
| 0 26 | 0·52 | 0·15 | 0·20 | 0·20 | 0·26 | 0·23 | 0·32 | 0·12 | 0·24 | 0·16 | 0·47 | 23 |
| 0·63 | 1·10 | 0·46 | 0·70 | 0·55 | 0·84 | 0·89 | 0·92 | 0·33 | 0·71 | 0·63 | 1·03 | 24 |
| * | 61,996 | 39,640 | * | * | 27,932 | * | * | 32,085 | 58·06 | * | * | 25 |
| * | 48,175 | 51,969 | * | * | 24,734 | * | * | 56,178 | 73·82 | * | * | 26 |
| * | ... | ... | * | * | 101,164 | * | * | ... | ... | * | * | 27 |
| * | 47,689 | 36,378 | * | * | 27,817 | * | * | 39,888 | 65·93 | * | * | 28 |
| * | 18,590 | 23,928 | * | * | 29,394 | * | * | 37,103 | 63·78 | * | * | 29 |
| 35,448 | 35,027 | 34,101 | 48,470 | 40,284 | 28,260 | 30,875 | 33,958 | 47,076 | 63·90 | * | * | 30 |
| 1,34,67 | 65,56 | 33,74 | * | * | 41,37 | * | * | * | * | * | * | 31 |
| 3,626 | 4,178 | 2,974 | * | * | 3,003 | * | * | * | * | * | * | 32 |
| **GOODS STOCK.** | | | | | | | | | | | | |
| 7,894 | 4,429 | 1,456 | 2,435 | 171 | 2,318 | 2,298 | 42,42 | 300 | ... | 199 | 133 | 33 |
| 2,913 | 3,138 | 721 | 1,636 | 657 | 1,622 | 341 | 26,44 | 1210 | 16 | 69 | 714 | 34 |
| 324 | 191 | 50 | 90 | 101 | 175 | 86 | 79 | ... | ... | 12 | 50 | 35 |
| 220 | 113 | 34 | 549 | 10 | 38 | 90 | 92 | 4 | ... | 4 | 2 | 36 |
| 11,351 | 7,871 | 2,261 | 4,710 | 939 | 4,153 | 2,815 | 70,57 | 514 | 16 | 285 | 899 | 37 |
| ... | ... | 116 | 28 | ... | 4 | 40 | 12 | ... | ... | 34 | ... | 38 |
| ... | ... | —14 | 102 | ... | 114 | 15 | 33 | 21 | ... | —2 | ... | 39 |
| ... | ... | ... | ... | —2 | 10 | ... | ... | 29 | ... | ... | ... | 40 |
| 3 | 8 | ... | 6 | 1 | 3 | 120 | ... | 3 | ... | ... | ... | 41 |
| 3 | 8 | 102 | 136 | 1 | 123 | 175 | 12 | 44 | ... | 32 | ... | 42 |
| **7,894** | **4,429** | **1,572** | **2,463** | **171** | **2,314** | **2,338** | **4,254** | **300** | ... | **233** | **133** | 43 |
| **2,913** | **3,138** | **707** | **1,738** | **657** | **1,736** | **356** | **2,677** | **231** | **16** | **67** | **714** | 44 |
| **324** | **191** | **50** | **90** | **99** | **185** | **86** | **79** | **20** | ... | **12** | **50** | 45 |
| **223** | **121** | **34** | **555** | **11** | **41** | **210** | **92** | **7** | ... | **4** | **2** | 46 |
| **11,354** | **7,879** | **2,363** | **4,846** | **938** | **4,276** | **2,990** | **7,102** | **558** | **16** | **316** | **899** | 47 |
| 3·07 | 5·02 | 2·18 | 5·88 | 2·84 | 3·10 | 4·28 | 3·93 | 1·43 | 0·05 | * | * | 48 |
| 16,960 | 20,251 | 19,497 | 10·648 | 20,148 | 11,030 | 9,131 | 8,392 | 14,636 | 21·80 | * | * | 49 |
| 7·50 | 7·18 | 7·90 | 6·61 | 6·99 | 7·30 | * | 3·90 | 3·95 | ... | * | * | 50 |
| 6·94 | 6·55 | 6 39 | 6·16 | 6·57 | 6·28 | * | 4·15 | 3·34 | * | * | * | 51 |
| 13·59 | 13·39 | 13 92 | 13·19 | 10·93 | 13·16 | * | 9·38 | 10·60 | ... | * | * | 52 |
| 13·08 | 14 53 | 12·39 | 14·23 | 13·89 | 11·96 | * | 12·15 | 9·18 | * | * | * | 53 |
| 6·37 | 5·52§ | 5·52§ | 6·31 | 6·21 | 5·02 | 3·09 | 4·11 | 2·59 | 7·26 | * | * | 54 |
| 2,89,93 | 1,45,82 | 73,50 | * | 26,31¶ | 1,15,30 | * | 1,40,88¶ | 14,49¶ | * | 6,31 | * | 55 |
| 7,811 | 9,293 | 6,479 | * | 7,969¶ | 8,372 | * | 7,793¶ | 3,701¶ | * | 5,704 | * | 56 |
| 6,57,69 | 3,99,98 | 1,66,02 | 2,21,24 | 47,82 | 2,38,87 | 92,35 | 2,18,48 | 24,04 | 5,16 | 8,22 | 19,19 | 57 |
| 17,718 | 25,491 | 14,635 | 22,814 | 14,485 | 17,343 | 13,213 | 12,086 | 6,142 | 30,528 | 7,427 | 24,754 | 58 |
| **ROLLING STOCK UNDER SUPPLY.** | | | | | | | | | | | | |
| 30 | ... | 57 | 2 | ... | 39 | 3 | 10 | ... | ... | ... | ... | 59 |
| 34 | ... | 5 | 62 | ... | 55 | 55 | 102 | ... | ... | ... | ... | 60 |
| 110 | ... | 1,159 | 255 | ... | 159 | 606 | 1,107 | ... | ... | ... | ... | 61 |

§ For the Great Indian Peninsula and Indian Midland combined system.
‖ Metre gauge only.
¶ Including value of coaching stock.
** Excluding two engines condemned during the year.

## Appendix 33.
Rolling-Stock statistics.

## APPEN
*Number of, outlay on, and*
(Referred to in paragraphs
*N. B.*—A reference to Appendix 2 will furnish the key

| Progressive No. | Particulars | 14 (*a*) A. B. | 15 D. | 16 B. & N. W. | 17 (*a*) and (*b*). R. & K. | 18 J. B. |
|---|---|---|---|---|---|---|
| | GAUGE. | 3′ 3⅜″ | | | | |
| | CLASSIFICATION NUMBER. | | | | | |
| | **ENGINES.** | | | | | |
| | Passenger engines— | | | | | |
| 1 | Number at close of 1900 | * | * | * | * | * |
| 2 | Number added in 1901 | * | * | * | * | * |
| 3 | Number at close of 1901 | * | * | * | * | * |
| | Goods and mixed engines— | | | | | |
| 4 | Number at close of 1900 | 53† | 3† | 155† | 27† | 32† |
| 5 | Number added in 1901 | ... | ... | 20† | 4† | 8† |
| 6 | Number at close of 1901 | 53† | 3† | 175† | 31† | 40† |
| 7 | Number per mile of line open of all classes | 0·09 | ... | 0·14 | 0·11 | 0·05 |
| | Average mileage run by each in 1901— | | | | | |
| 8 | Passenger | * | * | * | * | * |
| 9 | Goods | * | * | * | * | * |
| 10 | All classes | 14,662 | 5,506 | 22,749 | 24,037 | 22,035 |
| | Average mileage run by each per *diem*— | | | | | |
| 11 | Passenger | * | * | * | * | * |
| 12 | Goods | * | * | * | * | * |
| 13 | All classes | 40 | 14 | 62 | 66 | 60 |
| 14 | Total value in thousands of rupees | 11,40 | * | 41,15 | 6,73 | 13,01 |
| 15 | Total value per mile of line open | 1,935 | * | 3,260 | 2,264 | 1,767 |
| | **COACHING STOCK.** | | | | | |
| 16 | Number at close of 1900 | 175 | 10 | 795 | 194 | 121 |
| 17 | Number added in 1901 | 7 | ... | ... | —36 | 24 |
| 18 | Number at close of 1901 | 182 | 10 | 795 | 158 | 145 |
| 19 | Number per mile of line open 1st class | 0·03 | * | 0·06 | 0·07 | 0·02 |
| 20 | Number per mile of line open 2nd class | 0·02 | * | 0·04 | 0·03 | 0·02 |
| 21 | Number per mile of line open Intermediate class | 0·01 | * | 0·04 | 0·03 | ... |
| 22 | Number per mile of line open 3rd class | 0·14 | * | 0·36 | 0·28 | 0·10 |
| 23 | Number per mile of line open All other classes | 0·11 | * | 0·13 | 0·12 | 0·06 |
| 24 | Number per mile of line open total of all classes | 0·31 | * | 0·63 | 0·53 | 0·20 |
| 25 | Average mileage run by each 1st class | * | * | * | * | * |
| 26 | Average mileage run by each 2nd class | * | * | * | * | * |
| 27 | Average mileage run by each Intermediate class | * | * | * | * | * |
| 28 | Average mileage run by each 3rd class | * | * | * | * | * |
| 29 | Average mileage run by each All other classes | * | * | * | * | * |
| 30 | Average mileage run by each total of all classes | 39,879 | * | 44,118 | 33,873 | 45,993 |
| 31 | Total value in thousands of rupees | 13,35 | * | * | * | * |
| 32 | Total value per mile of line open | 2,265 | * | * | * | * |
| | **GOODS STOCK.** | | | | | |
| 33 | Number at close of 1900 — Covered wagons | 524 | * | 4,673 | 693 | 180 |
| 34 | Number at close of 1900 — Open wagons | 483 | * | | 82 | 125 |
| 35 | Number at close of 1900 — Timber trucks including bolster trucks | 76 | * | 282 | 76 | ... |
| 36 | Number at close of 1900 — All other classes | 78 | * | 31 | 19 | ... |
| 37 | Number at close of 1900 — Total of all classes | 1,161 | 8 | 4,986 | 870 | 305 |
| 38 | Number added in 1901 — Covered wagons | 100 | * | 882 | —4 | 100 |
| 39 | Number added in 1901 — Open ,, | —15 | * | | ... | 170 |
| 40 | Number added in 1901 — Timber trucks including bolster trucks | ... | * | ... | ... | ... |
| 41 | Number added in 1901 — All other classes | ... | * | 1 | ... | ... |
| 42 | Number added in 1901 — Total of all classes | 85 | * | 883 | —4 | 270 |
| 43 | Number at close of 1901 — Covered wagons | 624 | * | 5,555 | 689 | 280 |
| 44 | Number at close of 1901 — Open ,, | 468 | * | | 82 | 295 |
| 45 | Number at close of 1901 — Timber trucks including bolster trucks | 76 | * | 282 | 76 | ... |
| 46 | Number at close of 1901 — All other classes | 78 | * | 32 | 13 | ... |
| 47 | Number at close of 1901 — Total of all classes | 1,246 | 8 | 5,869 | 860 | 575 |
| 48 | Number of all classes per mile of line open | 2·11 | * | 4·65 | 3·04 | 0·78 |
| 49 | Average mileage run by each | 6,453 | * | 8,392 | 10,595 | 12,322 |
| 50 | Average tare in tons — Covered wagons | 4·25 | * | * | 3·84 | 3·62 |
| 51 | Average tare in tons — Open ,, | 3·24 | * | * | 2·73 | 3·09 |
| 52 | Average carrying capacity in tons — Covered wagons | 9·67 | * | 8·66 | 8·67 | 8·38 |
| 53 | Average carrying capacity in tons — Open ,, | 6·33 | * | | 6·00 | 7·74 |
| 54 | Average load of a goods vehicle loaded and empty | 3·80 | * | 3·88 | 3·28 | 3·32 |
| 55 | Total value in thousands of rupees | 16,32 | * | 1,20,61‡ | 19,80‡ | 19,82‡ |
| 56 | Total value per mile of line open | 2,771 | * | 9,557‡ | 6,665‡ | 2,692‡ |
| 57 | Grand total value of rolling-stock in thousands of rupees | 41,07 | 2,85 | 1,61,76 | 26,53 | 32,83 |
| 58 | Grand total value of rolling-stock per mile of line open | 6,971 | 59,554 | 12,817 | 8,929 | 4,459 |
| | **ROLLING STOCK UNDER SUPPLY.** | | | | | |
| 59 | Engines | 10 | ... | 50 | 10 | 8 |
| 60 | Coaching vehicles | 16 | ... | 47 | ... | 46 |
| 61 | Goods vehicles | 187 | ... | ... | 417 | 312 |

* Information not available.

# DIX 33—*concld.*

## *work done by Rolling-Stock.*

18, 54 & 55 of Report).

to the code letters used to express railway systems.



| 3′ 3⅜″ | | | | | 2′ 6″ | | | 2′ 0″ | |
|---|---|---|---|---|---|---|---|---|---|
| 19 | 20 | 21 | 23 (*a*) to (*d*) | 24 | 2 (*e*) | 4 (*b*) | 25 | 30 | Progressive No. |
| U. C. | B. G. J. P. | S. M. | S. I. | B. | C. B. | R. D. | M. R. W. | D. H. | |
| **ENGINES.** | | | | | | | | | |
| ... | * | 26 | 69 | 22 | 1 | * | 5 | ... | 1 |
| 1 | * | ... | ... | 6 | ... | * | ... | ... | 2 |
| **1** | * | **26** | **69** | **28** | **1** | * | **5** | ... | 3 |
| 2 | †37 | 193 | 139 | 149 | 2 | 4† | 3 | 14 | 4 |
| ... | ... | ... | ... | 29 | ... | ... | ... | ... | 5 |
| **2** | **†37** | **193** | **139** | **178** | **2** | **4†** | **3** | **14** | 6 |
| 0·04 | 0·08 | 0·14 | 0·18 | 0·17 | 0·09 | 0·07 | 0·08 | 0·27 | 7 |
| * | * | 25,882 | 25,703 | 13,811 | 26,512 | * | 23,381 | * | 8 |
| * | * | 15,293 | 14,016 | 22,499 | 14,800 | * | 18,009 | * | 9 |
| 18,520 | 15,309 | 16,551 | 17,988 | 21,318 | 24,506 | 16,115 | 21,367 | * | 10 |
| * | * | 71 | 70 | 38 | 73 | * | 64 | * | 11 |
| * | * | 42 | 38 | 62 | 41 | * | 49 | * | 12 |
| 51 | 42 | 45 | 49 | 58 | 67 | 44 | 59 | * | 13 |
| 95 | 7,56 | 45,16 | 44,08 | 51,69 | 47 | 119 | 129 | 2,44 | 14 |
| 1,384 | 1,661 | 2,831 | 3,971 | 4,389 | 1,393 | 2,121 | 1,372 | 4,788 | 15 |
| **COACHING STOCK.** | | | | | | | | | |
| 26 | 255 | 950 | 981 | 804 | 24 | 20 | 54 | 71 | 16 |
| ... | 8 | 56 | 2 | 33 | —8 | 2 | ... | 5 | 17 |
| **26** | **263** | **1,006** | **983** | **837** | **16** | **22** | **54** | **76** | 18 |
| 0·03 | 0·08 | 0·06 | 0·06 | 0·07 | 0·06 | 0·02 | 0·05 | 0·18 | 19 |
| 0·03 | 0·04 | 0·04 | 0·07 | 0·06 | 0·03 | 0·02 | 0·06 | 0·70 | 20 |
| 0·03 | 0·02 | ... | ... | ... | 0·09 | ... | ... | ... | 21 |
| 0·22 | 0·31 | 0·34 | 0·36 | 0·38 | 0·26 | 0·29 | 0·34 | 0·55 | 22 |
| 0·05 | 0·13 | 0·19 | 0·19 | 0·19 | 0·03 | 0·06 | 0·12 | 0·06 | 23 |
| 0·36 | 0·58 | 0·63 | 0·88 | 0·70 | 0·47 | 0·39 | 0·57 | 1·49 | 24 |
| 14,947 | 17,585 | * | * | * | * | 6,257 | * | * | 25 |
| 14,421 | 44,363 | * | * | * | * | 6,257 | * | * | 26 |
| 26,316 | 49,818 | ... | ... | ... | * | 13,090 | * | * | 27 |
| 31,006 | 26,241 | * | * | * | * | 26,634 | * | * | 28 |
| 26,757 | 20,441 | * | * | * | * | | * | * | 29 |
| 26,706 | 26,038 | 26,168 | 35,595 | 43,734 | * | 14,777 | * | * | 30 |
| 1,19 | 8,55 | * | 35,46 | 38,85 | * | 58 | 1,25 | * | 31 |
| 1,734 | 1,877 | * | 3,194 | 3,298 | * | 1,029 | 1,330 | * | 32 |
| **GOODS STOCK.** | | | | | | | | | |
| 25 | 298 | 3,171 | 1,921 | 22,41 | 56 | 12 | 20 | 37 | 33 |
| 10 | 662 | 1,147 | 1,322 | 890 | 11 | 55 | 94 | 143 | 34 |
| ... | 16 | 188 | 51 | 307 | ... | ... | ... | 4 | 35 |
| ... | 23 | 208 | 6 | 210 | 118 | ... | 1 | 19 | 36 |
| 35 | 999 | 4,714 | 3,300 | 3,648 | 185 | 67 | 115 | 203 | 37 |
| ... | ... | 8 | ... | 134 | ... | 8 | ... | ... | 38 |
| ... | ... | —11 | ... | —6 | ... | ... | 2 | 9 | 39 |
| ... | 6 | ... | ... | ... | ... | ... | ... | ... | 40 |
| ... | ... | 3 | ... | 33 | —118 | ... | ... | ... | 41 |
| ... | 6 | ... | ... | 161 | —118 | 8 | 2 | 9 | 42 |
| **25** | **298** | **3,179** | **1,921** | **2,375** | **50** | **20** | **20** | **37** | 43 |
| **10** | **662** | **1,136** | **1,322** | **884** | **11** | **55** | **96** | **152** | 44 |
| ... | **22** | **188** | **51** | **307** | ... | ... | ... | **4** | 45 |
| ... | **23** | **211** | **6** | **243** | ... | ... | **1** | **19** | 46 |
| **35** | **1,005** | **4,714** | **3,300** | **3,809** | **67** | **75** | **117** | **212** | 47 |
| 0·50 | 2·21 | 2·96 | 2·97 | 3·23 | * | 1·33 | 1·24 | 4·16 | 48 |
| 7,308 | 5.347 | 8,772 | 9,375 | 13,953 | * | 4,093 | * | ... | 49 |
| 2·69 | 3·72 / 3·11 | 4·33 | 4·12 / 3·52 | 5·15 / 4·02 | * / * | 3·10 / 3·50 | 3·27 / 2·57 | ... / ... | 50 / 51 |
| 7·40 | 5·68 | 7·37 | 6·80 | 8·93 | * | 5·00 | 4·72 | ... | 52 |
| 6·29 | 6·12 | 6·87 | 6·29 | 8·47 | * | 8·11 | 5·66 | ... | 53 |
| 2·69 | 2·55 | 3·28 | 3·59 | 3·07 | * | 3·08 | * | ... | 54 |
| 58 | 11,98 | 95,14‡ | 46,90 | 62,49 | 1,32‡ | 1,55 | 1,65 | 3,08‡ | 55 |
| 845 | 2,633 | 5,965‡ | 4,224 | 5,306 | 3,903‡ | 2,761 | 1,746 | 6,035‡ | 56 |
| 2,72 | 28,09 | 1,40,30 | 1,26,44 | 1,53,03 | 1,79 | 3,32 | 4,19 | 5,52 | 57 |
| 3,963 | 6,171 | 8,796 | 11,389 | 12,993 | 5,296 | 5,911 | 4,448 | 10,823 | 58 |
| **ROLLING STOCK UNDER SUPPLY.** | | | | | | | | | |
| ... | ... | ... | ... | 30 | ... | ... | ... | ... | 59 |
| ... | ... | ... | 59 | 115 | ... | 10 | ... | ... | 60 |
| ... | ... | ... | 217 | 685 | ... | 175 | ... | ... | 61 |

† Including passenger engines.
‡ Including value of coaching stock.

## Appendix 33-A.
Rolling-stock and work done.

**APPEN**

*Statement showing Rolling-stock on some of the railways*

(Referred to in paragraphs

| GAUGE. | 5′ 6″ | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CLASSIFICATION No. | 1 | | | | 2 | | | | 4 | | | |
| | EAST INDIAN. | | | | EASTERN BENGAL STATE. (a) ‡ | | | | BENGAL NAGPUR (a). | | | |
| Particulars. | 1893. | 1901. | Increase. | Percentage of increase. | 1893. | 1901. | Increase. | Percentage of increase. | 1893. | 1901. | Increase. | Percentage of increase. |
| **LOCOMOTIVES.** | | | | | | | | | | | | |
| Number of Locomotives on the 31st December . No. | 576 | 814 | 238 | 41·32 | 97 | 145 | 48 | 49·48 | 103 | 177 | 74 | 71·84 |
| Capital expenditure on Locomotives up to the 31st December . . . . in thousands of Rs. | *7,12,53 | * 10,63,09 | 3,50,56 | 49·19 | *90,92 | *1,61,33 | 70,41 | 77·44 | 46,70 | 78,00 | 31,30 | 67·02 |
| Total engine miles run . „ „ Miles. | 11,434 | 21,038 | 9,604 | 83·99 | 2,481 | 3,337 | 856 | 34·91 | 1,723 | 4,108 | 2,385 | 138·42 |
| Engine mileage run per engine . . . „ | 19 851 | 25,845 | 5,994 | 30·19 | 25,582 | 23,019 | —2,563 | —10·12 | 16,734 | 23,213 | 6,479 | 38·72 |
| Gross ton-miles hauled . in millions of ton „ | 3,657 | 6,446 | 2,789 | 76·26 | 527 | 736 | 209 | 39·66 | 556 | 1,192 | 636 | 114·39 |
| Ton-mileage hauled per engine . . . . in thousands of ton „ | 6,350 | 7,920 | 1,570 | 24·72 | 5,433 | 5,082 | —351 | —6·46 | 5,403 | 6,735 | 1,332 | 24·67 |
| Length of system on the 31st December . „ | 1,818·60 | 2,101·27 | 282·67 | 15·54 | 373·76 | 393·05 | 19·29 | 5·16 | 862·33 | 1,552·98 | 690·65 | 80·09 |
| Number of passengers carried in thousands No. | 17,207 | 23,875 | 6,668 | 38·76 | 7,968 | 9,789 | 1,821 | 22·85 | 2,198 | 6,021 | 3,823 | 173·93 |
| Tonnage of goods carried . in thousands of Tons | § 5,405 | § 10,418 | 5,013 | 92·75 | § 1,340 | § 1,793 | 453 | 33·81 | §1,242 | § 2,185 | 943 | 75·93 |
| **COACHING VEHICLES.** | | | | | | | | | | | | |
| Number of vehicles on the 31st December . . No. | 1,559 | 2,145 | 586 | 37·59 | 502 | 641 | 139 | 27·69 | 400 | 793 | 393 | 98·25 |
| Capital expenditure on vehicles up to the 31st December . . . . in thousands of Rs. | *7,12,53 | * 10,63,09 | 3,50,56 | 49·19 | *90,92 | *1,61,33 | 70,41 | 77·44 | † 1,15,54 | † 1,85,55 | 70,00 | 60·58 |
| Total vehicle mileage run „ „ Miles | 88,620 | 116,448 | 27,828 | 31·40 | 17,356 | 20,615 | 3,259 | 18·77 | 11,362 | 32,369 | 20,807 | 179·95 |
| Vehicle mileage run per vehicle . . . . „ | 56,845 | 54,288 | —2,557 | —4·50 | 34,575 | 32,161 | —2,414 | —6·98 | 28,906 | 40,818 | 12,088 | 41·82 |
| Coaching freight ton mileage in thousands of ton „ | 78,999 | 107,060 | 28,061 | 35·52 | 12,276 | 17,104 | 4,828 | 39·33 | 7,477 | 28,293 | 20,816 | 278·40 |
| Freight ton-mileage per vehicle . . . . „ „ „ „ | 50 | 49 | —1 | —2·00 | 24 | 27 | 3 | 12 50 | 18 | 35 | 17 | 94·44 |
| Length of system on the 31st December . . . „ | 1,818·60 | 2,101·27 | 282·67 | 15·54 | 373·76 | 393·05 | 19·29 | 5·16 | 862·33 | 1,552·98 | 690·65 | 80·09 |
| Number of passengers carried in thousands No. | 17,207 | 23,875 | 6,668 | 38·76 | 7,968 | 9,789 | 1,821 | 22·85 | 2,198 | 6,021 | 3,823 | 173·93 |
| **GOODS VEHICLES.** | | | | | | | | | | | | |
| Number of vehicles on the 31st December . . No. | 8,956 | 15,416 | 6,460 | 72·13 | 2,072 | 2,889 | 817 | 39·43 | 3,412 | 4,950 | 1,538 | 45·08 |
| Capital expenditure on vehicles up to the 31st December . . . . in thousands of Rs. | *7,12,53 | * 10,63,09 | 3,50,56 | 49·19 | *90,92 | *1,61,33 | 70,41 | 77·44 | † 1,15,54 | † 1,85,55 | 70,00 | 60·58 |
| Total vehicle mileage run . „ „ Miles | 180,845 | 259,325 | 78,480 | 43·40 | 21,953 | 31,160 | 9,207 | 41·94 | 47,858 | 69,721 | 21,863 | 45·68 |
| Vehicle mileage run per vehicle . . . . „ | 20,193 | 16,822 | —3,371 | —16·69 | 10,595 | 10,786 | 191 | 1·80 | 14,026 | 14,085 | 59 | 0·42 |
| Goods freight ton-mileage . in millions of ton „ | 1,199 | 2,149 | 950 | 79·23 | 92 | 143 | 51 | 55·43 | 122 | 229 | 107 | 87·70 |
| Freight ton-mileage per vehicle . . . . in thousands of ton „ | 134 | 139 | 5 | 3·73 | 45 | 50 | 5 | 11·11 | 36 | 46 | 10 | 27·78 |
| Length of system on the 31st December . . . „ | 1,818·60 | 2,101·27 | 282·67 | 15·54 | 373·76 | 393·05 | 19·29 | 5·16 | 862·33 | 1,552·98 | 690·65 | 80·09 |
| Number of tons carried . „ „ „ | § 5,405 | § 10,418 | 5,013 | 92·75 | § 1,340 | § 1,793 | 453 | 33·81 | § 1,242 | § 2,185 | 943 | 75·93 |

* The expenditure on locomotives and coaching and goods vehicles has not been kept separate in the accounts.

† The expenditure on coaching and goods vehicles has not been kept separate in the accounts.

‡ Including the Bengal Central railway, as the

§ The quantity of goods carried over the several railways is given to show the volume of traffic dealt with by each. In the case of many railways a large are not credited. The extent to which this was the case may be judged from Appendix

# DIX 33-A.

## *in 1893 and 1901 and the work done by it.*

18 and 56 of Report).

# Appendix 33-A.
Rolling-stock and work done.

| 5′ 6″ | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 6 | | | | 7 | | | | 8 | | | |
| Oudh and Rohilkhand. | | | | North Western (*a*) to (*e*). | | | | Great Indian Peninsula system (*a*) to (*g*). | | | |
| 1893. | 1901. | Increase. | Percentage of increase. | 1893. | 1901. | Increase. | Percentage of increase. | 1893. | 1901. | Increase. | Percentage of increase. |
| LOCOMOTIVES. | | | | | | | | | | | |
| 157 | 175 | 18 | 11·39 | 586 | 676 | 90 | 15·36 | 714 | 752 | 38 | 5·32 |
| 37,94 | 47,58 | 9,64 | 25,41 | 1,88,59 | 2,33,14 | 44,55 | 23·62 | *5,51,67 | *5,66,00 | 14,33 | 2·60 |
| 3,100 | 4,771 | 1,671 | 53·90 | 10,010 | 13,736 | 3,726 | 37·22 | 12,773 | 14,831 | 20,58 | 16·11 |
| 19,747 | 27,265 | 7,518 | 38·07 | 17,844 | 20,320 | 2,476 | 13·88 | 17,890 | 19,722 | 1,832 | 10·24 |
| 783 | 1,206 | 423 | 54·02 | 2,853 | 4,134 | 1,281 | 44·90 | 3,307 | 4,329 | 1,022 | 30·90 |
| 4,991 | 6,892 | 1,901 | 38·09 | 4,869 | 6,115 | 1,246 | 25·59 | 4,632 | 5,758 | 1,126 | 24·31 |
| 741·11 | 1,133·60 | 392·49 | 52·96 | 2,608·26 | 3,702·67 | 1,094·41 | 41 96 | 2,224·54 | 2,674·39 | 449·85 | 20·22 |
| 5,662 | 8,764 | 3,102 | 54·79 | 12,414 | 20,293 | 7,879 | 63·47 | 15,187 | 22,534 | 7,347 | 48·38 |
| §1,406 | § 1,899 | 493 | 35·06 | §5,129 | § 5,603 | 474 | 9·24 | § 3,399 | § 4,510 | 1,111 | 32·69 |
| COACHING VEHICLES. | | | | | | | | | | | |
| 592 | 804 | 212 | 35·81 | 2,040 | 2,331 | 291 | 14·26 | 2,098 | 2,247 | 149 | 7·10 |
| †1,08,05 | †1,28,76 | 20,71 | 19·17 | †3,68,39 | †4,24,55 | 56,16 | 15·24 | * 5,51,67 | * 5,66,00 | 14,33 | 2·60 |
| 21,347 | 32,432 | 11,085 | 51·93 | 64,254 | 82,629 | 18,375 | 28·59 | ◆ 64,057 | 76,413 | 12,356 | 19·29 |
| 36,061 | 49,338 | 4,277 | 11·86 | 31,497 | 35,448 | 3,951 | 12·54 | 30,533 | 34,007 | 3,474 | 11·38 |
| 17,012 | 25,579 | 8,567 | 50·36 | 46,162 | 72,762 | 26,600 | 57·62 | 50,062 | 65,934 | 15,872 | 31·70 |
| 29 | 32 | 3 | 10·34 | 22 | 31 | 9 | 40·91 | 24 | 29 | 5 | 20 83 |
| 741·11 | 1,133·60 | 392·49 | 52·96 | 2,608·26 | 3,702·67 | 1,094·41 | 41·96 | 2,224·54 | 2,674·39 | 449·85 | 20·22 |
| 5,662 | 8,764 | 3,102 | 54·79 | 12,414 | 20,293 | 7,879 | 63·47 | 15,187 | 22,534 | 7,347 | 48·38 |
| GOODS VEHICLES. | | | | | | | | | | | |
| 4,373 | 4,416 | 43 | 0·98 | 10,107 | 11,354 | 1,247 | 12·34 | 10,148 | 10,242 | 94 | 0·93 |
| † 1,08,05 | † 1,28,76 | 20,71 | 19·17 | † 3,68,39 | † 4,24,55 | 56,16 | 15·24 | * 5,51,67 | * 5,66,00 | 14,33 | 2·60 |
| 57,722 | 73,448 | 15,726 | 27·24 | 133,790 | 191,207 | 57,417 | 42·91 | 141,635 | 177,742 | 36,107 | 25·49 |
| 13,200 | 16,632 | 3,432 | 26·00 | 13,237 | 16,960 | 3,723 | 28·13 | 13,967 | 17,354 | 3,387 | 24·25 |
| 158 | 239 | 81 | 51·27 | 684 | 1,117 | 433 | 63·30 | 780 | 1,057 | 277 | 35·51 |
| 36 | 54 | 18 | 50·00 | 68 | 99 | 31 | 45·59 | 77 | 103 | 26 | 33·77 |
| 741·11 | 1,133·60 | 392·49 | 52·96 | 2,608·26 | 3,702·67 | 1,094·41 | 41·96 | 2,224·54 | 2,674·39 | 449·85 | 20·22 |
| § 1,406 | § 1,899 | 493 | 35·06 | § 5,129 | § 5,603 | 474 | 9·24 | § 3,399 | § 4,510 | 1,111 | 32·69 |

It has not, therefore, been possible to show it separately.

It has not, therefore, been possible to show it separately.

figures for 1893 cannot be separated.

part of the traffic was carried in foreign railway wagons. In the case of some, the home vehicles carried traffic on foreign lines with the quantity of which they No. 21. The vehicle mileage figures, however, represent all the work done by each railway's own vehicles.

# Appendix 33-A.
Rolling-stock and work done.



*Statement showing Rolling-stock on some of the railways*

(Referred to in paragraphs

| GAUGE. | | 5′ 6″ | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CLASSIFICATION No. | | 9 | | | | 10 | | | | 11 | | | |
| Particulars. | | B. B. & C. I. (*a*) to (*f*) | | | | N. G. S. (*a*) &(*b*). | | | | M. (*a*) to (*c*) | | | |
| | | 1893 | 1901 | Increase. | Percentage of increase. | 1893 ‡ | 1901 | Increase. | Percentage of increase. | 1893 | 1901 | Increase. | Percentage of increase. |
| **LOCOMOTIVES.** | | | | | | | | | | | | | |
| Number of Locomotives on the 31st December | No. | 134 | 188 | 54 | 40·30 | 50 | 54 | 4 | 8·00 | 164 | 232 | 68 | 41·46 |
| Capital expenditure on Locomotives up to the 31st December . . . . in thousands of | Rs. | *1,64,25 | *2,21,24 | 56,99 | 34·70 | *38,84 | *47,82 | 8,98 | 23·12 | 54,21 | 82,20 | 27,99 | 51·63 |
| Total Engine miles run . in thousands of | miles | 2,824 | 3,447 | 623 | 22·06 | 768 | 1,163 | 395 | 51·43 | 3,098 | 5,472 | 2,374 | 76·63 |
| Engine mileage run per engine . . . . . | ,, | 21,076 | 18,338 | −2,738 | −12·99 | 15,372 | 21,551 | 6,179 | 40·20 | 18,892 | 23,590 | 4,698 | 24·87 |
| Gross ton-miles hauled . in millions of ton | ,, | 886 | 1,134 | 248 | 27·99 | 213 | 372 | 159 | 74·64 | 734 | 1,394 | 660 | 89·92 |
| Ton-mileage hauled per engine . . . . . in thousands of ton | ,, | 6,613 | 6,031 | −582 | −8·80 | 4,264 | 6,904 | 2,640 | 61·91 | 4·474 | 6,008 | 1,534 | 34·29 |
| Length of system on the 31st December . . . . | ,, | 499·25 | 683·12 | 183·87 | 36·83 | 444·81 | 351·60 | −93·21 | −20·96 | 839·22 | 1,377·30 | 538·08 | 64·12 |
| Number of passengers carried . . . . . in thousands | No. | 15,075 | 18,144 | 3,049 | 20·19 | 1,619 | 1,409 | −210 | −12·35 | 9,826 | 12,277 | 2,451 | 24·94 |
| Tonnage of goods carried . in thousands of | Tons | § 1,539 | § 1,973 | 434 | 28·20 | §504 | § 920 | 416 | 82·54 | § 1,158 | § 2,412 | 1,254 | 108·29 |
| **COACHING VEHICLES.** | | | | | | | | | | | | | |
| Number of vehicles on the 31st December . . . | No. | 517 | 579 | 62 | 11·99 | 152 | 182 | 30 | 19·74 | 796 | 1,159 | 363 | 45·60 |
| Capital expenditure on vehicles up to the 31st December . . . . in thousands of | Rs. | *1,64,25 | *2,21,24 | 56,99 | 34·70 | *38,84 | *47,82 | 8,98 | 23·12 | †97,02 | †1,56,67 | 59,65 | 61·48 |
| Total vehicle-mileage run . in thousands of | miles | 19,964 | 28,064 | 8,100 | 40·59 | 5,815 | 7,332 | 1,517 | 26·09 | 23,783 | 32,753 | 8,970 | 37·72 |
| Vehicle-mileage run per vehicle . . . . . | ,, | 38,617 | 48,470 | 9,853 | 25·52 | 38,255 | 40,284 | 2,029 | 5·30 | 29,879 | 28,260 | −1,619 | −5·42 |
| Coaching freight ton-mileage . . . . . in thousands of ton | ,, | 23,296 | 28,675 | 5,379 | 23·01 | 5,072 | 4,754 | −318 | −6·27 | 25,464 | 30,001 | 4,537 | 17·82 |
| Freight ton-mileage per vehicle . . . . . in thousands of ton | ,, | 45 | 49 | 4 | 88·88 | 33 | 26 | −7 | −21·21 | 31 | 25 | −6 | −19·35 |
| Length of system on the 31st December . . . . | ,, | 499·25 | 683·12 | 183·87 | 36·83 | 444·81 | 351·60 | −93·21 | −20·96 | 839·22 | 1,377·30 | 538·08 | 64·12 |
| Number of passengers carried . . . . . in thousands | No. | 15,095 | 18,144 | 3,049 | 20·19 | 1,619 | 1,409 | −210 | −12·35 | 9,826 | 12,277 | 2,451 | 24·94 |
| **GOODS VEHICLES.** | | | | | | | | | | | | | |
| Number of vehicles on the 31st December . . . | No. | 3,645 | 4,846 | 1,201 | 32·95 | 735 | 938 | 203 | 27·62 | 2,858 | 4,276 | 1,418 | 49·62 |
| Capital expenditure on vehicles up to the 31st December . . . . . in thousands of | Rs. | *1,64,25 | *2,21,24 | 56,99 | 34·70 | *38,84 | *47,82 | 8,98 | 23·12 | †97,02 | †1,56,67 | 59,65 | 61·84 |
| Total vehicle-mileage run . in thousands of | Miles | 46,340 | 51,602 | 5,262 | 11·36 | 9,592 | 20,099 | 10,507 | 109·54 | 29,642 | 47,164 | 17,522 | 59·11 |
| Vehicle-mileage run per vehicle . . . . . | ,, | 12,711 | 10,648 | −2,063 | −16·23 | 13,050 | 20,148 | 7,098 | 54·39 | 10,372 | 11,030 | 658 | 6·34 |
| Goods freight ton-mileage . in millions of ton | ,, | 247 | 307 | 60 | 24·29 | 51 | 107 | 56 | 109·80 | 147 | 306 | 159 | 108·16 |
| Freight ton-mileage per vehicle . . . . . in thousands of ton | ,, | 68 | 64 | −4 | −5·88 | 69 | 114 | 45 | 65·22 | 52 | 72 | 20 | 38·46 |
| Length of system on the 31st December . . . | ,, | 499·25 | 683·12 | 183·87 | 36·83 | 444·81 | 351·60 | −93·21 | −20·96 | 839·22 | 1,377·30 | 538·08 | 64·12 |
| Number of tons carried . in thousands of | Tons | § 1,539 | 1,973 | 434 | 28·20 | § 504 | § 920 | 416 | 82·54 | § 1,158 | § 2,412 | 1,254 | 108·29 |

* The expenditure on locomotives and coaching and goods vehicles has not been
† The expenditure on coaching and goods vehicles has not been kept separately
‡ Includes the Bezwada-Godavari section of the East Coast State railway,
§ The quantity of goods carried over the several railways is given to show the volume of traffic dealt with by each. In the case of many railways they are not credited. The extent to which this was the case may be judged from Appendix No. 21

# DIX 33-A—*concluded.*



## *in 1893 and 1901, and the work done by it.*

18 and 56 of Report.)

| 3′ 3⅜″. | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2 | | | | 9 | | | | 16 | | | | 17 | | | |
| EASTERN BENGAL STATE. (*b*) to (*d*). | | | | RAJPUTANA-MALWA. (*g*) to (*j*). | | | | BENGAL AND NORTH-WESTERN. | | | | ROHILKUND AND KUMAON. (*a*) and (*b*). | | | |
| 1893. | 1901. | Increase. | Percentage of increase. | 1893. | 1901. | Increase. | Percentage of increase. | 1893. | 1901. | Increase. | Percentage of increase. | 1893. | 1901. | Increase. | Percentage of increase. |
| LOCOMOTIVES. | | | | | | | | | | | | | | | |
| 89 | 121 | 32 | 35·96 | 424 | 428 | 4 | 0·95 | 100 | 175 | 75 | 75·00 | 27 | 31 | 4 | 14·81 |
| *59,20 | *92,35 | 33,15 | 56·00 | 74,75 | 77,60 | 285 | 3·81 | 19,09 | 41,15 | 22,05 | 115·51 | 5,63 | 6,73 | 1,0 | 19·36 |
| 1,791 | 2,802 | 1,011 | 56·45 | 7,492 | 7,815 | 323 | 4·31 | 1,929 | 3,981 | 2,062 | 160·89 | 528 | 745 | 217 | 41·10 |
| 20,132 | 23,163 | 3,031 | 15·05 | 17,670 | 18,260 | 590 | 3·34 | 19,286 | 22,749 | 3,463 | 17·44 | 19,540 | 24,037 | 4,497 | 23·01 |
| 251 | 392 | 141 | 58·17 | 1,363 | 1,676 | 313 | 22·96 | 330 | 658 | 328 | 99·39 | 78 | 98 | 20 | 25·64 |
| 2,823 | 3,247 | 424 | 15·02 | 3,215 | 3,917 | 702 | 21·84 | 3,299 | 3,761 | 462 | 14·00 | 2,925 | 3,188 | 263 | 8·99 |
| 563·96 | 698·91 | 134·95 | 23·93 | 1,783·93 | 1,948·94 | 165·01 | 9·25 | 756·30 | 1,280·19 | 523·89 | 69·27 | 275·97 | 285·09 | 9·12 | 3·30 |
| 3,384 | 5,252 | 1,868 | 55·20 | 10,644 | 12,873 | 2,229 | 20·94 | 5,073 | 9,684 | 4,611 | 90·89 | 1,050 | 1,539 | 489 | 46·57 |
| § 570 | § 883 | 313 | 54·91 | §1,968 | §2,392 | 424 | 21·54 | § 693 | § 1,345 | 652 | 94·08 | § 283 | § 372 | 89 | 31·48 |
| COACHING VEHICLES. | | | | | | | | | | | | | | | |
| 412 | 625 | 213 | 51·70 | 1,583 | 1,657 | 74 | 4·67 | 413 | 795 | 382 | 92·49 | 175 | 158 | −17 | −9·71 |
| *59,20 | *92,35 | 33,15 | 56·00 | †1,31,57 | †1,40,88 | 9,30 | 7·07 | † 44,34 | † 1,20,61 | 76,27 | 174·27 | † 13,10 | † 19,80 | 670 | 51·53 |
| 13,286 | 19,297 | 6,011 | 45·24 | 49,352 | 56,268 | 6,916 | 14·01 | 20,296 | 35,074 | 14,778 | 72·81 | 5,389 | 5,352 | −37 | −0·69 |
| 32,250 | 30,875 | −1,375 | −4·26 | 31,176 | 33,958 | 2,782 | 8·92 | 49,144 | 44,118 | −5,026 | −10·23 | 30,798 | 33,873 | 3,075 | 9·98 |
| 8,014 | 12,106 | 4,092 | 51·06 | 36,663 | 41,359 | 4,696 | 12·81 | 11,329 | 22,358 | 11,029 | 97·35 | 2,262 | 3,487 | 1,225 | 54·16 |
| 19 | 19 | ... | ... | 23 | 25 | 2 | 8·70 | 27 | 28 | 1 | 3·70 | 12 | 22 | 10 | 63·33 |
| 563·96 | 698·91 | 134·95 | 23·93 | 1,783·93 | 1,948·94 | 165·01 | 9·25 | 756·30 | 1,280·19 | 523·89 | 69·27 | 275·97 | 285·09 | 9·12 | 3·30 |
| 3,384 | 5,252 | 1,868 | 55·20 | 10,644 | 12,873 | 2,229 | 20·94 | 5,073 | 9,684 | 4,611 | 90·89 | 1,050 | 1,539 | 489 | 46·57 |
| GOODS VEHICLES. | | | | | | | | | | | | | | | |
| 2,211 | 2,990 | 779 | 35·23 | 7,270 | 7,102 | −168 | −2·31 | 2,652 | 5,869 | 3,217 | 121·30 | 665 | 860 | 195 | 29·47 |
| *59,20 | *92,35 | 33,15 | 56·00 | †1,31,57 | †1,40,88 | 9,30 | 7·07 | †44,34 | † 1,20,61 | 76,27 | 174·27 | † 13,10 | † 19,80 | 670 | 51·15 |
| 23,277 | 27,301 | 4,024 | 17·29 | 105,911 | 146,773 | 40,862 | 38·58 | 21,666 | 49,254 | 27,588 | 127·33 | 5,772 | 9,112 | 3,340 | 57·87 |
| 10,528 | 9,131 | −1,397 | −13·27 | 14,568 | 20,666 | 6,098 | 41·86 | 8,170 | 8,392 | 222 | 2·72 | 8,679 | 10,595 | 1,916 | 22·08 |
| 53 | 85 | 32 | 60·38 | 445 | 606 | 161 | 36·18 | 88 | 165 | 77 | 87·61 | 14 | 24 | 10 | 71·43 |
| 24 | 28 | 4 | 16·67 | 61 | 85 | 24 | 37·07 | 33 | 28 | −5 | −15·15 | 22 | 28 | 6 | 27·27 |
| 563·96 | 698·91 | 134·95 | 23·93 | 1,783·93 | 1,948·94 | 165·01 | 9·25 | 756·30 | 1,280·19 | 523·89 | 69·27 | 275·97 | 285·09 | 9·12 | 3·30 |
| §570 | §883 | 313 | 54·91 | §1,968 | §2,392 | 424 | 21·54 | § 693 | §1,345 | 652 | 94·08 | §283 | §372 | 89 | 83·41 |

kept sparate in the accounts. It has not, therefore, been possible to show it separately.
in the accounts. It has not, therefore, been possible to show it separately
since taken over by that line.
a large part of the traffic was carried in foreign railway wagons. In the case of some the home vehicles carried traffic on foreign lines with the quantity of which
The vehicle mileage figures, represent all the work done by each railway's own vehicles.

# Appendix 34.
Rolling-stock.

# APPEN

*Rolling-stock under different heads on each*

(Referred to in paragraph 54

*N. B.*—A reference to Appendix 2 will furnish the key to the

| Items. | GAUGE. | 5′ 6″ | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | CLASS: No. | 1 | 2 (*a*) | 3 | 4 (*a*) | 5 | 6 (*a*) & (*b*) | 7 (*a*) to (*e*) | 8 (*a*) to (*c*) | 8 (*d*) to (*g*) | 9 (*a*) to (*f*) | 10 (*a*) & (*b*) | 11 (*a*) to (*c*) | 2 (*b*) to (*d*) | 9 (*g*) to (*j*) |
| | Particulars. | E. I. | E. B. | B. C. | B. N. | P. T. | O. & R. | N. W. | G. I. P. | I. M. | B. B. &C.I. | N. G. S. | M. | E. B. S. | R. M. |
| 1 | Engines | 829 | 118 | 27 | 177 | 24 | 175 | 676 | 610 | 142 | 188 | 54 | 232 | 111 | 428 |
| | *Coaching Vehicles.* | | | | | | | | | | | | | | |
| 2 | Saloons, Royal and State | 4 | 1 | ... | ... | | ... | 12 | ... | ... | ... | 9 | 1 | 2 | 5 |
| 3 | Saloons, ordinary | 2 | 13 | 4 | ... | | ... | ... | ... | ... | 13 | 6 | ... | 17 | 1 |
| 4 | Reserved carriages | 39 | 1 | ... | 14 | | 16 | 61 | ... | 14 | 8 | 5 | ... | ... | ... |
| 5 | Inspection carriages | ... | ... | ... | ... | | ... | ... | ... | ... | ... | ... | 3 | ... | 11 |
| 6 | Family carriages | ... | ... | ... | ... | | 2 | ... | ... | ... | ... | ... | ... | ... | ... |
| 7 | First class carriages { 4 wheeled | 97 | 12 | 4 | 22 | | 42 | 96 | 72 | 22 | 5 | 10 | 54 | 14 | 106 |
| | { Bogie | 2 | ... | ... | ... | | 2 | ... | ... | ... | 1 | ... | ... | 2 | ... |
| 8 | Composite, first and second class. { 4-wheeled | 64 | 44 | 8 | 49 | | 51 | 91 | 66 | 34 | 12 | 8 | 65 | 55 | 44 |
| | { Bogie | 11 | 2 | ... | ... | | 3 | 24 | 12 | ... | 18 | ... | ... | ... | 13 |
| 9 | Composite, first second and third class. { 4-wheeled | ... | ... | ... | ... | | 1 | ... | ... | 2 | ... | ... | ... | ... | ... |
| | { Bogie | ... | ... | ... | ... | | ... | 10 | 6 | 5 | ... | ... | 8 | ... | ... |
| 10 | Other Composite carriages | 10 | 11 | ... | 4 | | 4 | ... | ... | ... | 1 | ... | ... | ... | 6 |
| 11 | Second class | 87 | 12 | 4 | 28 | | 30 | 98 | 138 | 22 | 37 | 8 | 79 | 17 | 91 |
| 12 | Second class with postal accommodation | ... | ... | ... | ... | | ... | ... | 22 | ... | ... | ... | ... | ... | ... |
| 13 | Intermediate class { 4-wheeled | 73 | 24 | 3 | 25 | | 36 | 120 | ... | ... | 27 | ... | 4 | 44 | 49 |
| | { Ambulance | ... | 16 | ... | ... | | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 14 | Composite, intermediate, and third class | 56 | 33 | 7 | 14 | | 31 | 81 | ... | ... | ... | ... | ... | 38 | 25 |
| 15 | Intermediate and postal carriages | ... | 4 | 2 | 3 | | 3 | 28 | ... | ... | 3 | ... | ... | 2 | 13 |
| 16 | Intermediate third and postal carriages | ... | ... | 1 | 1 | | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 17 | Lower class | ... | ... | ... | ... | | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 18 | Third class carriages without brakes. { 4-wheeled | 722 | 162 | 34 | 286 | | 93 | 92 | 470 | 196 | 156 | 64 | 513 | 236 | 554 |
| | { Bogie | 39 | 3 | ... | 50 | | ... | ... | 23 | ... | 78 | ... | 6 | 2 | 139 |
| | { Ambulance | 52 | ... | ... | 23 | | ... | 198 | 27 | 22 | 15 | ... | 51 | ... | 5 |
| 19 | Third class and postal vans | 51 | 4 | ... | 14 | | 28 | 39 | ... | 15 | 8 | 5 | 11 | 10 | 24 |
| 20 | Third class carriages with brakes. { 4-wheeled and Bogie | 48 | ... | ... | ... | | 71 | 376 | 118 | 27 | 30 | ... | 8 | 7 | 113 |
| | { Ambulance | ... | ... | ... | ... | | 149 | 181 | ... | ... | ... | ... | ... | ... | ... |
| 21 | Brakevans | 618 | 65 | 10 | 177 | | 155 | 464 | 538 | 72 | 119 | 49 | 241 | 72 | 307 |
| 22 | Brakevans with third class | ... | 13 | 12 | 32 | | ... | 101 | ... | 33 | ... | ... | ... | ... | ... |
| 23 | Brakevans fitted with postal compartment | ... | ... | ... | ... | | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 24 | Postal vans | 22 | 3 | ... | ... | | ... | 10 | 7 | ... | ... | ... | 9 | 3 | ... |
| 25 | Composite, postal and other carriages | ... | ... | ... | ... | | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 26 | Prison vans | ... | ... | ... | ... | | ... | ... | 6 | ... | ... | ... | ... | 1 | 5 |
| 27 | Carriage trucks | 39 | 6 | ... | 4 | | ... | 42 | 50 | 5 | 4 | 2 | 27 | 5 | 38 |
| 28 | Horse boxes | 75 | 17 | 1 | 16 | | 41 | 138 | 93 | 15 | 18 | 10 | 56 | 10 | 82 |
| 29 | Luggage vans | 41 | 23 | 4 | 31 | | 46 | 61 | 90 | 25 | 26 | 6 | 25 | 12 | 24 |
| 30 | Produce Vendors' vans | ... | 15 | ... | ... | | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 31 | Milk vans | ... | 16 | 6 | ... | | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 32 | Fish vans | ... | 20 | 8 | ... | | ... | ... | ... | ... | ... | ... | ... | 22 | ... |
| 33 | Store, ice and stationery vans | 1 | ... | ... | ... | | ... | 16 | ... | ... | ... | ... | ... | ... | ... |
| 34 | Miscellaneous | ... | 4 | 9 | ... | | ... | 2 | ... | ... | ... | ... | ... | 12 | 2 |
| 35 | TOTAL COACHING VEHICLES | 2,153 | 524 | 117 | 793 | | 804 | 2,331 | 1,738 | 509 | 579 | 182 | 1,159 | 583 | 1,657 |
| | *Goods Vehicles.* | | | | | | | | | | | | | | |
| 36 | Covered goods wagons, bogie. { Ordinary | ... | 256 | ... | ... | ... | ... | 412 | ... | ... | ... | ... | ... | ... | 471 |
| | { Military | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 37 | Covered goods wagons, 4-wheeled. { Ordinary | 3,326 | 685 | 421 | 2,252 | 646 | 2,342 | 2,800 | 2,064 | 750 | 873 | 47 | 298 | 1,017 | 3,335 |
| | { Military | 4,426 | 1,077 | ... | 1,272 | ... | 1,513 | 4,682 | 2,365 | 822 | 1,590 | 124 | 1,933 | 1,266 | 448 |
| 38 | High-sided wagons, bogie | ... | ... | ... | ... | ... | ... | 1 | 50 | ... | ... | 10 | ... | ... | ... |
| 39 | High-sided wagons, 4 wheeled | ... | 26 | 12 | ... | 2 | ... | 828 | 43 | 591 | 921 | 366 | 1,143 | ... | 134 |
| 40 | Medium-sided wagons, bogie | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 41 | Medium-sided wagons, 4-wheeled | ... | ... | ... | 849 | ... | ... | ... | ... | ... | 410 | 352 | ... | ... | 150 |
| 42 | Low-sided wagons, Bogie. { Ordinary | ... | ... | ... | ... | ... | ... | 514 | ... | ... | 70 | ... | 80 | 77 | 311 |
| | { Military | ... | ... | ... | ... | ... | ... | ... | ... | ... | 252 | ... | ... | ... | 1,180 |
| 43 | Low-sided wagons, 4-wheeled. { Ordinary | 3,877 | 41 | 42 | 197 | 105 | 218 | 90 | 2,380 | 116 | 85 | ... | 150 | 216 | ... |
| | { Military | 3,138 | 179 | 8 | 169 | ... | 298 | 1,766 | 665 | ... | ... | ... | 230 | 101 | 902 |
| 44 | Coal or coke wagons | 861 | ... | ... | 30 | ... | ... | ... | ... | ... | ... | ... | 130 | ... | ... |
| 45 | Cattle wagons | 7 | 5 | ... | ... | ... | ... | 24 | ... | ... | ... | ... | 45 | ... | ... |
| 46 | Accident vans | 25 | 10 | 2 | 8 | ... | 7 | 22 | 27 | 10 | 7 | 3 | 15 | 7 | 15 |
| 47 | Platform wagons | 39 | ... | ... | ... | 8 | ... | ... | ... | ... | ... | ... | 3 | 3 | ... |
| 48 | Powder vans | 31 | 1 | ... | 6 | ... | 8 | 47 | 18 | 4 | 6 | ... | 9 | 2 | 35 |
| 49 | Timber trucks | 26 | 22 | 7 | 36 | ... | ... | 52 | 191 | ... | 90 | 28 | ... | 84 | 79 |
| 50 | Bolster trucks. { Double | ... | ... | ... | ... | 14 | ... | ... | ... | ... | ... | ... | 60 | ... | ... |
| | { Single | ... | 58 | ... | 20 | 20 | ... | ... | ... | 50 | ... | ... | 125 | ... | ... |
| 51 | Ballast wagons | ... | ... | ... | 76 | ... | ... | ... | ... | ... | 480 | ... | ... | ... | ... |
| 52 | Travelling oil tanks | 29 | 22 | ... | 16 | ... | 7 | 41 | 21 | ... | 13 | ... | 29 | ... | 12 |
| 53 | Travelling water tanks | ... | 3 | ... | ... | 1 | | 42 | ... | 11 | 21 | 3 | 4 | ... | ... |
| 54 | Travelling gas holder | ... | 3 | ... | 7 | ... | 4 | 2 | 8 | ... | 8 | 2 | 6 | 2 | ... |
| 55 | Travelling cranes | 31 | 5 | 2 | 11 | 2 | 17 | 29 | 47 | 9 | 4 | 2 | 15 | 11 | 29 |
| 56 | Miscellaneous | 7 | 3 | ... | 1 | 2 | 2 | 2 | ... | ... | 16 | 1 | 1 | 6 | 1 |
| 57 | TOTAL GOODS VEHICLES | 15,823 | 2,395 | 494 | 4,950 | 800 | 4,416 | 11,354 | 7,879 | 2,363 | 4,846 | 938 | 4,276 | 2,792 | 7,102 |
| 58 | GRAND TOTAL ROLLING STOCK | 18,805 | 3,037 | 638 | 5,920 | 824 | 5,395 | 14,361 | 10,227 | 3,014 | 5,613 | 1,174 | 5,667 | 3,486 | 9,187 |
| | | | | | | | | | | | | | | | |
| | LOWER CLASS CARRIAGES FITTED WITH RE | | | | | | | | | | | | | | |
| | Intermediate class | 61 | 14 | 4 | 33 | ... | 11 | 140 | ... | ... | 11 | ... | 4 | 26 | ... |
| | Third class | 72 | 15 | 5 | 38 | ... | 35 | 129 | 102 | 28 | 18 | 24 | 51 | 29 | 113 |
| | TOTAL | 133 | 29 | 9 | 91 | ... | 46 | 269 | 102 | 28 | 29 | 24 | 55 | 55 | 113 |

There are no coaching vehicles on this line.

NOTE.—Excludes other light railways as

# DIX 34.



*railway at close of the Calendar year 1901.*

of Report )

code letters used to express railway systems.

| 3′ 3⅜″ | | | | | | | | | | | | | | 2′ 6″ | | | | 2′ 0″ | Item. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10 (*c*) | 11 (*d*) | 12 | 13 | 14 (*a*) | 15 | 16 | 17 (*a*) & (*b*) | 18 | 19 | 20 | 21 | 23 (*a*) to (*d*) | 24 | 2 (*b*) | 2 (*e*) | 4 (*b*) | 25 | 30 | |
| H. G. V. | N. | B. D. | D. S. | A. B. | D. | B. & N. W. | R. & K. | J. B. | U. C. | B. G. J. P. | S. M. | S. I. | B. | E. B. S. | C. B. | R. D. | M. R. W. | D. H. | |
| 35 | 4 | 10 | 22 | 53 | 3 | 175 | 31 | 40 | 3 | 37 | 219 | 208 | 206 | 10 | 3 | 4 | 8 | 14 | 1 |
| | | | | 1 | | 3 | | | | 8 | 8 | 1 | 1 | | 1 | | | | 2 |
| | | 2 | | | | 13 | | 3 | | 2 | | 3 | 1 | 1 | | | 3 | 2 | 3 |
| 7 | | | | | | 4 | 5 | | | 7 | 10 | | 27 | | | | | | 4 |
| | | 1 | 2 | 8 | | | 1 | 5 | | | | 3 | | | | | | | 5 |
| | | | | | | | | | 1 | | | | | | | | | | 6 |
| 7 | 2 | 3 | | 4 | | 10 | 6 | 6 | | 15 | 41 | 19 | 34 | | | | | 6 | |
| | | | | | | 26 | 4 | | | 1 | | | | | | | | | 7 |
| 8 | | 6 | 8 | 4 | | 28 | 8 | 15 | 3 | | 53 | 43 | 31 | | | 2 | | 3 | |
| 2 | | | | 8 | | 6 | | | | 2 | 12 | | 11 | 5 | 2 | | 4 | | 8 |
| | | | | | | | | | | | | | | | | | | | |
| | 2 | | | 8 | 2 | | | | | 2 | | 24 | 8 | | | | | | 9 |
| | | | | 67 | | | | 2 | | 3 | 8 | 9 | 5 | 5 | 2 | | 2 | | 10 |
| 6 | | 2 | | | | 33 | 7 | 5 | 1 | 13 | 41 | 44 | 48 | | | | 3 | 33 | 11 |
| | | | | | | | | | | 5 | | | | | | | 2 | 1 | 12 |
| | | | | | | 24 | 3 | | 1 | 10 | | | | 2 | 1 | | | | 13 |
| | | 1 | | | | 46 | 10 | | | | | | | | 2 | | | | 14 |
| | | 1 | | | | | | | | | | | | | | | | | 15 |
| | | | | | | | | | | | | | | | | | | | 16 |
| 45 | 4 | 34 | 35 | | 8 | 416 | 49 | 50 | 12 | 126 | 204 | 517 | 286 | | | 14 | | 28 | 17 |
| 3 | | | | | | 6 | 10 | 19 | | 12 | 53 | | 35 | 17 | 6 | | | 2 | 18 |
| | | | | | | | | | | | 1 | 15 | | | | | | | |
| 3 | | | | 7 | | 16 | 2 | 3 | 1 | 5 | 37 | 10 | 10 | 1 | | | 2 | | 19 |
| | | | | 41 | | | 15 | | 3 | | 257 | 76 | 110 | | | | 29 | | |
| | | | | | | | | | | | | | | | | | | | 20 |
| | | | | | | | | | | | 2 | | | | | | | | |
| 40 | 4 | 15 | 20 | 12 | | 128 | 6 | 26 | 3 | 41 | 45 | 52 | 147 | 8 | | 3 | 7 | | 21 |
| | | | 6 | | | | 21 | | | | 150 | 28 | 5 | 2 | 2 | 3 | | | 22 |
| | | | | | | | | | | | | | | | | | | | 23 |
| | | 3 | | | | | | | | | | 18 | 5 | | | | | 3 | 24 |
| | | | | | | | | | | | | | | | | | | | 25 |
| | | | | | | | | | | | | | 3 | | | | | | 26 |
| 7 | | 1 | 3 | 6 | | 5 | | 9 | 1 | 6 | 14 | 5 | 1 | | | | | | 27 |
| | | | 4 | 12 | | 30 | 5 | | | 5 | 36 | 30 | 36 | | | | 2 | | 28 |
| | | | | | | 1 | 6 | | | | 22 | 81 | 31 | | | | | | 29 |
| | | | 2 | | | | | | | | | | | | | | | | 30 |
| | | | | 3 | | | | | | | | | | | | | | | 31 |
| | | | | | | | | | | | | | | | | | | | 32 |
| | | 1 | | 1 | | | | 2 | | | 12 | 5 | 2 | 1 | | | | | 33 |
| 128 | 12 | 71 | 80 | 182 | 10 | 795 | 158 | 145 | 26 | 263 | 1,066 | 983 | 837 | 42 | 16 | 22 | 54 | 76 | 34 |
| | | | | | | 200 | | | | | 85 | 63 | 495 | 55 | 56 | | | | 35 |
| | | | | | | | | | | | | | 75 | | | | 10 | | 36 |
| 300 | | 233 | | 267 | 4 | 3,078 | 536 | 249 | 25 | 153 | 2,941 | 1,550 | 1,735 | | | 20 | | 37 | |
| | | 1 | 133 | 347 | | 1,708 | 153 | 15 | | 145 | 100 | 267 | 70 | | | | 10 | | 37 |
| | 3 | | | | | | | | | | 62 | | 10 | | | | 35 | | 38 |
| 144 | | | 644 | 125 | | | | | | | 170 | 813 | 60 | | | | | 156 | 39 |
| | | | | | | | | | | | | | | | | 25 | | | 40 |
| 87 | 6 | | | | 4 | | | | | | 140 | 461 | 310 | | | 30 | | | 41 |
| | | | | | | 28 | | 5 | | 20 | | 35 | 115 | | | | | | |
| | | | | | | | | 145 | | | | | | | | | 61 | | 42 |
| | 7 | 67 | | 300 | | 488 | 82 | 145 | | 566 | 27 | | 103 | 20 | 11 | | | 7 | |
| | | | 70 | | | 53 | | | 10 | | 479 | | 286 | | | | | | 43 |
| | | | | 50 | | | | | | | 350 | | | 8 | | | | | |
| | | | | 7 | | | | 15 | | 6 | 28 | 6 | 161 | | | | | | 44 |
| 3 | | | | 6 | | 7 | 5 | | | | 13 | | 10 | | | | | | 45 |
| | | | | 43 | | 2 | | | | | 36 | 4 | | 3 | | | | | 46 |
| | | | 1 | 3 | | 1 | 2 | 1 | | 2 | 13 | 7 | 9 | | | | | | 47 |
| 20 | | 12 | 50 | 60 | | 282 | 76 | | | 22 | 97 | 51 | | 112 | | | | 4 | 48 |
| | | | | | | | | | | | | | 157 | | | | | | 49 |
| | | | | 16 | | | | | | | 88 | | 150 | | | | | | 50 |
| | | | | | | | | | | 74 | | | | | | | | | |
| | | | | | | | | | | 2 | 20 | 14 | 1 | | | | | | 51 |
| | | | | | | | | | | 1 | 7 | 23 | 8 | | | | 1 | | 52 |
| 2 | | | | 4 | | | | | | | 20 | | | | | | | | 53 |
| 2 | | 3 | 1 | 14 | | 20 | 6 | | | 2 | 35 | 6 | 27 | | | | | | 54 |
| | | | | 4 | | 2 | | | | 12 | 3 | | 27 | | | | | 8 | 55 |
| | | | | | | | | | | | | | | | | | | | 56 |
| 558 | 16 | 316 | 899 | 1,246 | 8 | 5,869 | 860 | 575 | 35 | 1,005 | 4,714 | 3,300 | 3,809 | 198 | 67 | 75 | 117 | 212 | 57 |
| 721 | 32 | 397 | 1,001 | 1,481 | 21 | 6,839 | 1,049 | 760 | 64 | 1,305 | 5,939 | 4,491 | 4,852 | 250 | 86 | 101 | 179 | 302 | 58 |
| TIRING ACCOMMODATION FOR FEMALES. | | | | | | | | | | | | | | | | | | | |
| | | | | | | | 9 | | 2 | 10 | | | | | | | | | |
| 6 | | | | 16 | 1 | 46 | 3 | | 15 | 14 | 62 | 44 | 41 | | | | 6 | 2 | |
| 6 | | | | 16 | 1 | 46 | 12 | | 17 | 24 | 62 | 44 | 41 | | | | 6 | 2 | |

complete particulars are not furnished.

Appendix 35.
Automatic brakes.

# APPENDIX 35.

## *Rolling-stock fitted with Automatic brakes at close of 1901.*

(Referred to in paragraph 57 of Report.)

*N.B.*—There is no rolling-stock fitted with automatic brakes on the railways not enumerated.

| Class: No. | Gauge. | Railway. | Particulars. | Locomotives. Fitted. | Not fitted. | Proportion per cent. of fitted to total. | Vehicles excluding cranes. Braked. | Piped. | Not fitted. | Proportion per cent. of fitted to total. | Class: No. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 5′ 6″ | East Indian | At close of 1900 | 247 | 554 | 30·84 | 1,286 | 204 | 14,454 | 9·34 | 1 |
| | | | Added during 1901 | 28 | ... | ... | 55 | —4 | ... | ... | |
| | | | Total at close of 1901 | 275 | 539 | 33·78 | 1,341 | 200 | 15,993 | 8·78 | |
| 2 (*a*) | | Eastern Bengal | At close of 1900 | 61 | 53 | 53·51 | 368 | 60 | 2,425 | 15·00 | 2 (*a*) |
| | | | Added during 1901 | 13 | ... | ... | 32 | 15 | ... | ... | |
| | | | Total at close of 1901 | 74 | 44 | 62·71 | 400 | 75 | 2,439 | 16·30 | |
| 3 | | Bengal Central | At close of 1900 | 5 | 22 | 18·52 | ... | 1 | 608 | 0·16 | 3 |
| | | | Added during 1901 | ... | ... | ... | ... | ... | ... | ... | |
| | | | Total at close of 1901 | 5 | 22 | 18·52 | ... | 1 | 608 | 0·16 | |
| 4 (*a*) | | Bengal-Nágpur | At close of 1900 | 56 | 100 | 35·90 | 405 | 34 | 4,260 | 9·34 | 4 (*a*) |
| | | | Added during 1901 | 5 | ... | ... | 95 | 23 | ... | ... | |
| | | | Total at close of 1901 | 61 | 116 | 34·46 | 500 | 57 | 5,175 | 9·72 | |
| 6 (*a*) & (*b*) | | Oudh and Rohilkhand. | At close of 1900 | 62 | 110 | 36·05 | 464 | 51 | 4,661 | 9·95 | 6 (*a*) & (*b*) |
| | | | Added during 1901 | 4 | ... | ... | 52 | 9 | ... | ... | |
| | | | Total at close of 1901 | 66 | 109 | 37·71 | 516 | 60 | 4,626 | 11·07 | |
| 7 (*a*) to (*e*) | | North Western | At close of 1900 | 480 | 180 | 73·73 | 2,099 | 215 | 11,304 | 16·99 | 7 (*a*) to (*e*) |
| | | | Added during 1901 | 33 | ... | ... | 44 | —7 | ... | ... | |
| | | | Total at close of 1901 | 513 | 163 | 75·89 | 2,143 | 208 | 11,283 | 17·24 | |
| 8 (*a*) to (*c*) | | Great Indian Peninsula. | At close of 1900 | 244 | 361 | 40·33 | 1,284 | ... | 8,294 | 13·41 | 8 (*a*) to (*c*) |
| | | | Added during 1901 | 20 | ... | ... | —16 | ... | ... | ... | |
| | | | Total at close of 1901 | 264 | 346 | 43·28 | 1,268 | ... | 8,302 | 13·25 | |
| 8 (*d*) to (*g*) | | Indian Midland | At close of 1900 | 78 | 64 | 54·93 | 135 | 24 | 2,597 | 5·77 | 8 (*d*) to (*g*) |
| | | | Added during 1901 | ... | ... | ... | 17 | —2 | ... | ... | |
| | | | Total at close of 1901 | 78 | 64 | 54·93 | 152 | 22 | 2,689 | 6·08 | |
| 9 (*a*) to (*f*) | | Bombay, Baroda and Central India | At close of 1900 | 125 | 61 | 67·20 | 449 | 89 | 4,724 | 10·22 | 9 (*a*) to (*f*) |
| | | | Added during 1901 | 6 | ... | ... | 18 | —19 | ... | ... | |
| | | | Total at close of 1901 | 131 | 57 | 69·68 | 467 | 70 | 4,784 | 10·10 | |
| 10 (*a*) & (*b*) | | The Nizam's Guaranteed State. | At close of 1900 | ... | 54 | ... | 30 | ... | 1,076 | 2·71 | 10 (*a*) & (*b*) |
| | | | Added during 1901 | ... | ... | ... | 11 | 4 | ... | ... | |
| | | | Total at close of 1901 | ... | 54 | ... | 41 | 4 | 1,073 | 4·03 | |
| 11 (*a*) to (*c*) | | Madras | At close of 1900 | 60 | 108 | 35·71 | 568 | 14 | 3,341 | 14·83 | 11 (*a*) to (*c*) |
| | | | Added during 1901 | 30 | ... | ... | 118 | 35 | ... | ... | |
| | | | Total at close of 1901 | 90 | 142 | 38·79 | 686 | 49 | 4,685 | 13·56 | |
| 2 (*b*) to (*d*) | 3′ 3⅜″ | Eastern Bengal, including the Kaunia-Dharila, 2′6″ gauge, branch. | At close of 1900 | 26 | 78 | 25·00 | 254 | 49 | 3,112 | 8·87 | 2 (*b*) to (*d*) |
| | | | Added during 1901 | 23 | ... | ... | 42 | —4 | ... | ... | |
| | | | Total at close of 1901 | 49 | 62 | 44·14 | 296 | 45 | 3,023 | 10·14 | |
| 11 (*d*) | | Nilgiri | At close of 1900 | 4 | ... | 100·00 | 28 | ... | ... | 100·00 | 11 (*d*) |
| | | | Added during 1901 | ... | ... | ... | ... | ... | ... | ... | |
| | | | Total at close of 1901 | 4 | ... | 100·00 | 28 | ... | ... | 100·00 | |
| 14 (*a*) | | Assam Bengal | At close of 1900 | 44 | 9 | 83·02 | 164 | ... | 1,158 | 12·41 | 14 (*a*) |
| | | | Added during 1901 | ... | ... | ... | 7 | ... | ... | ... | |
| | | | Total at close of 1901 | 44 | 9 | 83·02 | 171 | ... | 1,243 | 12·09 | |
| 21 | | Southern Mahratta | At close of 1900 | ... | ... | ... | ... | ... | ... | ... | 21 |
| | | | Added during 1901 | 03 | ... | ... | *18 | 1 | ... | ... | |
| | | | Total at close of 1901 | *3 | 216 | 1·37 | *18 | *1 | 5,681 | 0·33 | |
| 23 | | South Indian | At close of 1900 | 25 | 183 | 12·02 | 132 | 27 | 4,116 | 3·72 | 23 |
| | | | Added during 1901 | ... | ... | ... | 2 | ... | ... | ... | |
| | | | Total at close of 1901 | 25 | 189 | 11·68 | 134 | 27 | 4,116 | 3·76 | |
| 24 | | Burma | At close of 1900 | 52 | 119 | 30·41 | 214 | 22 | 4,195 | 5·33 | 24 |
| | | | Added during 1901 | 43 | ... | ... | 70 | 12 | ... | ... | |
| | | | Total at close of 1901 | 95 | 111 | 46·11 | 284 | 34 | 4,301 | 6·88 | |

* Fitted with Westinghouse brake and pipe.

# APPENDIX 36.



## *Rolling-stock lighted by gas.*

(Referred to in paragraph 58 of Report.)

*Note.*—On railways not enumerated, the rolling-stock is lighted with oil lamps.

| Class: No. | Gauge. | Railway. | Particulars. | Number fitted. | Number not fitted. | Proportion per cent. of fitted to total. | Remarks. |
|---|---|---|---|---|---|---|---|
| 1 | 5′ 6″ | East Indian | At close of 1900 | 1,003 | 878 | 53·32 | |
| | | | Added during 1901 | 100 | ... | ... | |
| | | | At close of 1901 | 1,103 | 887 | 55·43 | |
| 2 (*a*) | | Eastern Bengal | At close of 1900 | 371 | 67 | 84·70 | |
| | | | Added during 1901 | 13 | ... | ... | |
| | | | At close of 1901 | 384 | 46 | 89·30 | |
| 4 (*a*) | | Bengal-Nágpur | At close of 1900 | *138 | 411 | 25·14 | * 1 with electricity. |
| | | | Added during 1901 | 86 | ... | ... | |
| | | | At close of 1901 | 224 | 395 | 36·19 | |
| 6 (*a*) & (*b*) | | Oudh and Rohilkhand | At close of 1900 | 484 | 270 | 64·19 | |
| | | | Added during 1901 | 42 | ... | ... | |
| | | | At close of 1901 | 526 | 86 | 85·95 | |
| 7 | | North Western | At close of 1900 | 456 | 1,664 | 21·51 | |
| | | | Added during 1901 | 52 | ... | ... | |
| | | | At close of 1901 | 508 | 1,566 | 24·49 | |
| 8 | | Great Indian Peninsula | At close of 1900 | 1,011 | 600 | 62·76 | |
| | | | Added during 1901 | 236 | ... | ... | |
| | | | At close of 1901 | 1,247 | 722 | 63·33 | |
| 9 | | Bombay, Baroda and Central India. | At close of 1900 | 508 | 26 | 95·13 | |
| | | | Added during 1901 | 10 | ... | ... | |
| | | | At close of 1901 | 518 | 13 | 97·55 | |
| 10 (*a*) & (*b*) | | The Nizam's Guaranteed State. | At close of 1900 | ... | ... | ... | |
| | | | Added during 1901 | 113 | ... | ... | |
| | | | At close of 1901 | 113 | 2 | 98·26 | |
| 11 | | Madras | At close of 1900 | 586 | 218 | 72·89 | |
| | | | Added during 1901 | 24 | ... | ... | |
| | | | At close of 1901 | 610 | 441 | 58·04 | |
| (2) (*b*) to (*d*) | 3′ 3⅜″ | Eastern Bengal | At close of 1900 | ... | ... | ... | |
| | | | Added during 1901 | 273 | ... | ... | |
| | | | At close of 1901 | 273 | 140 | 66·10 | |
| 14 | | Assam Bengal | At close of 1900 | 166 | ... | 100·00 | |
| | | | Added during 1901 | —18 | ... | ... | |
| | | | At close of 1901 | 148 | 15 | 90·79 | |
| 21 | | Southern Mahratta | At close of 1900 | 763 | 125 | 85·92 | |
| | | | Added during 1901 | 79 | ... | ... | |
| | | | At close of 1901 | 842 | 124 | 87·16 | |
| 10 (*c*) | | Hyderabad-Gódávari Valley. | At close of 1900 | ... | ... | ... | |
| | | | Added during 1901 | 81 | ... | ... | |
| | | | At close of 1901 | 81 | ... | 100·00 | |
| | | Total for railways enumerated above, at close of 1901 | | 6,577 | 4,437 | 59·71 | |

Appendix 37.
Interlocking and train signalling.

# APPENDIX 37.

*Railways on which points and signals are interlocked and on which block instruments are used for train signalling.*

(Referred to in paragraph 60 of Report.

N.B.—A reference to Appendix 2 will furnish the key to the code letters used to express railway systems.

| Class: No. Main. | Class: No. Sub. | Railway. | Particulars. | Total number of stations on railway. | Stations at which points and signals are interlocked. No. | Stations at which points and signals are interlocked. Name of system of interlocking. | Stations at which block instruments are used for train signalling. No. | Stations at which block instruments are used for train signalling. Name of block instrument. |
|---|---|---|---|---|---|---|---|---|
| 1 | ... | E. I. | At close of 1900 | *331 | *58 | 44 "English" system. 24 Saxby and Farmer's. 7 Experimental. | 2 | |
| | | | Added during 1901 | 9 | 17 | | 13 | 13 Pryce and Ferreiar's. 2 Tyer's Tablet apparatus. |
| | | | At close of 1901 | 340 | 75 | | 15 | |
| 2 | ... | E. B. S. | At close of 1900 | *191 | 14 | 17 List and Morse's. 8 Mackenzie and Holland's. 6 Experimental. | ... | ... |
| | | | Added during 1901 | 6 | 17 | | | |
| | | | At close of 1901 | 197 | 31 | | | |
| 4 | ... | B. N. | At close of 1900 | *140 | *43 | 79 List and Morse's. 1 Experimental. | 8 | 4 Webb and Thomson's "Electric Staff." |
| | | | Added during 1901 | 12 | 37 | | 3 | 2 Tyer's Tablet. 2 Winter's Tablet. |
| | | | At close of 1901 | 152 | 80 | | †11 | 3 Dutton's Tablet. 2 Webb's Staff. |
| 6 | ... | O. and R. | At close of 1900 | *154 | *62 | 56 List and Morse's. 6 Experimental. | ... | ... |
| | | | Added during 1901 | ... | ... | | | |
| | | | At close of 1901 | 154 | 62 | | | |
| 7 | ... | N. W. | At close of 1900 | *461 | *165 | 162 List and Morse's. 21 Tappet. 17 Key Locking. 3 Experimental. | ... | ... |
| | | | Added during 1901 | 21 | 38 | | | |
| | | | At close of 1901 | 482 | 203 | | | |
| 8 | (a) to (c) | G. I. P. | At close of 1900 | 231 | 24 | 24 Saxby and Farmer's. 2 Country made. | 243 | Preece's single wire semaphore. |
| | | | Added during 1901 | ... | 2 | | ... | |
| | | | At close of 1901 | 231 | 26 | | 243 | |
| 8 | (d) to (g) | I. M. | At close of 1900 | *142 | 13 | 11 Wrench's. 2 Experimental. | ... | ... |
| | | | Added during 1901 | 2 | ... | | | |
| | | | At close of 1901 | 144 | 13 | | | |
| 9 | (a) to (e) & (k) & (l) | B. B. and C. I. | At close of 1900 | *146 | 21 | 9 Mackenzie and Holland's. 9 Country made. 4 Experimental. | 76 | 75 Preece's block. 2 Sykes's. |
| | | | Added during 1901 | 4 | 1 | | 1 | |
| | | | At close of 1901 | 150 | 22 | | 77 | |
| 9 | (f) to (j) | R. M. | At close of 1900 | 256 | 10 | 5 Country made. 1 Mackenzie and Holland's. 2 Dutton's. | ... | ... |
| | | | Added during 1901 | —6 | —2 | | | |
| | | | At close of 1901 | 250 | 8 | | | |
| 10 | ... | N. G. S. | At close of 1900 | *99 | 37 | 36 List and Morse's. 1 Experimental. | ... | ... |
| | | | Added during 1901 | ... | ... | | | |
| | | | At close of 1901 | 99 | 37 | | | |
| 11 | ... | M. | At close of 1901 | *159 | 47 | 37 List and Morse's. 11 Experimental. | 130 | 109 Winter's Block with starting semaphores. |
| | | | Added during 1901 | 106 | 1 | | 10 | 7 Winter's Block without semaphores. |
| | | | At close of 1901 | 265 | 48 | | 140 | 6 Experimental. |
| 20 | ... | B. G. J. P. | At close of 1900 | 64 | ... | 1 experimental ... ... | ... | ... |
| | | | Added during 1901 | ... | 1 | | | |
| | | | At close 1901 | 64 | 1 | | | |
| 21 | ... | S. M. | At close of 1900 | *211 | ... | ..... | *211 | 106 Morse's. 102 Winter's. 4 Theobald's train key. 4 Webb and Thomson's "Electric Staff." |
| | | | Added during 1901 | ... | ... | | | |
| | | | At close of 1901 | 211 | ... | | ‡211 | |
| 23 | ... | S. I. | At close of 1900 | 178 | 6 | 6 Dutton's. 1 Saxby and Farmer's. | 21 | Winter's Ticket issuing. |
| | | | Added during 1901 | 4 | 1 | | ... | |
| | | | At close of 1901 | 182 | 7 | | 21 | |
| 24 | ... | B. | At close of 1900 | 175 | 2 | 1 Saxby and Farmer's. 1 Dutton's. | ... | ... |
| | | | Added during 1901 | 11 | ... | | | |
| | | | At close of 1901 | 186 | 2 | | | |

* Revised figures.
† At Khargpur station 3 different kinds of instruments are used.
At five stations 2 kinds of instruments are in use and therefore included twice under each head.

# APPENDIX 38.



*Accidents and casualties on railways treated as one System during the Calendar years 1900 and 1901.*

(Referred to in paragraph 61 of Report.)

| Description. | Accidents reported to Local Governments under section 83 of the Indian Railways Act IX of 1890, *i.e.*, serious accidents. | | Other accidents. | | Total number of accidents. | | Number of passengers and others. | | | | Number of servants. | | | | Total of all classes. | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Killed. | | Injured. | | Killed. | | Injured. | | Killed. | | Injured. | |
| | 1900. | 1901. | 1900. | 1901. | 1900. | 1901. | 1900. | 1901. | 1900. | 1901. | 1900. | 1901. | 1900. | 1901. | 1900. | 1901. | 1900. | 1901. |
| 1. Collisions between passenger trains or parts of passenger trains | 3 | 6 | 4 | 2 | 7 | 8 | ... | ... | 8 | 5 | ... | ... | 2 | ... | ... | ... | 10 | 5 |
| 2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line | 18 | 31 | 30 | 22 | 48 | 53 | ... | 1 | 9 | 29 | 5 | 2 | 8 | 22 | 5 | 3 | 17 | 51 |
| 3. Collisions between goods trains or parts of goods trains | 11 | 14 | 75 | 66 | 86 | 80 | ... | ... | ... | *1 | 2 | ... | 12 | 6 | 2 | ... | 12 | 7 |
| 4. Collisions between light engines | 3 | 1 | 19 | 18 | 22 | 19 | ... | ... | ... | ... | 2 | ... | 3 | 5 | 2 | ... | 3 | 5 |
| 5. Passenger trains or parts of passenger trains leaving the rails | 37 | 67 | 47 | 47 | 84 | 114 | ... | ... | 2 | ... | 2 | ... | 6 | ... | 2 | ... | 8 | ... |
| 6. Goods trains or parts of goods trains, engines, etc., leaving the rails | 10 | 4 | 205 | 202 | 215 | 206 | ... | ... | 2 | ... | 2 | 1 | 5 | 6 | 2 | 1 | 7 | 6 |
| 7. Trains or engines travelling in the wrong direction through points | 17 | 10 | 124 | 124 | 141 | 134 | ... | ... | 7 | ... | ... | 1 | 3 | 9 | ... | 1 | 10 | 9 |
| 8. Trains running into stations or sidings at too high a speed | 5 | 1 | 9 | 34 | 14 | 35 | ... | ... | ... | 2 | ... | ... | 2 | ... | ... | ... | 2 | 2 |
| 9. Trains running over cattle on the line | 14 | 9 | 2,493 | 2,437 | 2,507 | 2,446 | *1 | *1 | ... | *2 | ... | 1 | ... | ... | 1 | 2 | ... | 2 |
| 10. Trains running over obstructions on the line | 16 | 11 | 155 | 162 | 171 | 173 | 3 | †3 | ††5 | ‡7 | ... | ... | 3 | 2 | 3 | 3 | 8 | 9 |
| 11. Trains running through gates at level-crossings | 2 | ... | 46 | 49 | 48 | 49 | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | 2 | ... |
| 12. The bursting of boilers of engines | ... | ... | 7 | 1 | 7 | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 12. (*a*) The bursting of tubes, etc., of engines | ... | ... | 237 | 263 | 237 | 263 | ... | ... | ... | ... | ... | 1 | 3 | 1 | ... | 1 | 3 | 1 |
| 13. The failure of machinery, springs, etc., of engines | 6 | 5 | 719 | 701 | 725 | 706 | ... | ... | ... | ... | ... | 1 | ... | ... | ... | 1 | ... | ... |
| 14. The failure of tyres | ... | ... | 22 | 23 | 22 | 23 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 15. Ditto of wheels | ... | ... | 5 | 4 | 5 | 4 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 16. Ditto of axles | 4 | 17 | 71 | 57 | 75 | 74 | ... | ... | 1 | ... | ... | ... | ... | 1 | ... | ... | 1 | 1 |
| 17. Ditto of brake apparatus | 1 | 1 | 6 | 7 | 7 | 8 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 18. Ditto of couplings | 6 | 3 | 453 | 352 | 459 | 355 | 1 | ... | ††6 | §4 | ... | 1 | 3 | 9 | 1 | 1 | 9 | 13 |
| 19. Ditto of tunnels, bridges, viaducts, culverts, etc. | ... | ... | ... | 2 | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 20. Broken rails | 1 | 3 | 152 | 172 | 153 | 175 | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | 1 |
| 21. The flooding of portions of permanent-way | 40 | 29 | 164 | 65 | 204 | 94 | 11 | ... | 49 | ... | ... | ... | ... | ... | 11 | ... | 49 | ... |
| 22. Slips in cuttings or embankments | 5 | 7 | 107 | 33 | 112 | 40 | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | 2 | ... |
| 23. Fire in trains | 2 | 4 | 239 | 215 | 241 | 219 | ... | 1 | ... | 6 | ... | 3 | 1 | 16 | ... | 4 | 1 | 22 |
| 24. Fire at stations, or involving injury to bridges or viaducts | 3 | 3 | 76 | 62 | 79 | 65 | ... | *5 | ... | ... | ... | ... | ... | ... | ... | 5 | ... | ... |
| 25. Other accidents | 29 | 23 | 860 | 633 | 889 | 656 | 2 | *5 | 6 | *5 | 8 | 3 | 29 | 5 | 10 | 8 | 35 | 10 |
| Total | 233 | 249 | 6,325 | 5,753 | 6,558 | 6,002 | §18 | ‖16 | **95 | ¶61 | 21 | 14 | 84 | 83 | 39 | 30 | 179 | 144 |

* Not passengers.
† Of these, two were not passengers.
‡ Of these, five were not passengers.
§ Of these, one was not a passenger.
‖ Of these, thirteen were not passengers.
¶ Of these, fourteen were not passengers.
** Of these, eight were not passengers.
†† Of these, four were not passengers.

## Appendix 39.
Railway Servants and Provident Fund.



*Numerical Return of Servants of all races employed on each railway (open lines only) and*

(Referred to in paragraphs

| Class: No. | | Railway. | Number of servants employed. | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | European. | | Eurasian. | | Natives. | | Total. | |
| Main. | Sub. | | 1900. | 1901. | 1900. | 1901. | 1900. | 1901. | 1900. | 1901. |
| 1 | ... | East Indian | 1,399 | 1,468 | 872 | 954 | 68,440 | 66,960 | 70,711 | 69,382 |
| 2 | ... | Eastern Bengal State | 273 | 283 | 338 | 361 | 18,089§ | 19,634 | 18,700§ | 20,278 |
| 3 | ... | Bengal Central | 12 | 10 | 14 | 15 | 1,482 | 1,551 | 1,508 | 1,576 |
| 4 | ... | Bengal-Nágpur | 240 | 292 | 468 | 649 | 14,902 | 16,072 | 15,610 | 17,013 |
| 5 | ... | Calcutta Port Commissioners' | 1 | 2 | 15 | 15 | 618 | 702 | 634 | 719 |
| 6 | ... | Oudh and Rohilkhand State | 203 | 226 | 216 | 237 | 15,452 | 17,794 | 15,871 | 18,257 |
| 7 | ... | North Western State | 754 | 769 | 606 | 633 | 48,332 | 51,584 | 49,692 | 52,986 |
| 8 | (*a*)t o(*h*) | Great Indian Peninsula | 851§ | 862 | 792§ | 886 | 47,516§ | 47,756 | 49,159§ | 49,504 |
| 9 | (*a*) to (*e*) and (*k*) and (*l*) | Bombay, Baroda and Central India | § 209 | 218 | § 216 | 230 | § 12,119 | 12,854 | § 12,544 | 13,302 |
| 9 | °(*e*) to (*j*) | Rajputana-Malwa | 409 | 445 | 527 | 537 | 22,563 | 24,039 | 23,499 | 25,021 |
| 10 | ... | Nizam's Guaranteed State | 86 | 73 | 350 | 354 | 7,748 | 8,366 | 8,184 | 8,793 |
| 11 | ... | Madras | 173 | 215 | 1,071 | 1,381 | 13,801 | 19,930 | 15,045 | 21,526 |
| 12 | ... | Bengal Dooars | 5 | 4 | 3 | 4 | 619 | 752 | 627 | 760 |
| 13 | ... | Dibru-Sadiya | 9 | 10 | ... | ... | 975 | 925 | 984 | 935 |
| 14 | ... | Assam-Bengal | 46 | 56 | 90 | 108 | 3,416 | 4,941 | 3,552 | 5,105 |
| 15 | ... | Deoghur | ... | ... | 1§ | 1 | 50§ | 51§ | 51 | 52 |
| 16 | ... | Bengal and North-Western | 136 | 133 | 176 | 174 | 13,448 | 14,284 | 13,760 | 14,591 |
| 17 | ... | Rohilkund and Kumaon | 25 | 26 | 15 | 18 | 3,197 | 3,481 | 3,237 | 3,525 |
| 18 | ... | Jodhpur-Bikaner | 7 | 11 | 3 | 3 | 2,323 | 2,938 | 2,333 | 2,952 |
| 19 | ... | Udaipur-Chitor | 2 | 2 | ... | ... | 378 | 387 | 380 | 389 |
| 20 | ... | Bhávnagar-Gondal-Junágad-Porbandar | 18 | 19 | 34 | 25 | 2,538 | 2,530 | 2,590 | 2,574 |
| 21 | ... | Southern Mahratta | 193 | 178 | 388 | 395 | 13,482 | 13,179 | 14,063 | 13,752 |
| 23 | ... | South Indian | 96 | 96 | 604 | 604 | 11,626 | 11,834 | 12,326 | 12,534 |
| 24 | ... | Burma | 48§ | 60 | 549§ | 580 | 11,338§ | 11,404 | 11,935§ | 12,044 |
| 25 | ... | Morvi | 2 | 1 | 1 | 1 | 592 | 579 | 595 | 581 |
| 26 | ... | Bársi | 1 | 1 | 2 | 2 | 182 | 186 | 185 | 189 |
| 27 | ... | Tárakeshwar- Magra | 1 | ... | ... | 1 | 202 | 199 | 203 | 200 |
| 28 | ... | Ránaghát-Krishnagar | 1 | 1 | 1 | 1 | 136 | 115 | 138 | 117 |
| 29 | ... | Tezpur-Bálipárá | 2 | 2 | 1 | 2 | 180 | 178 | 183 | 182 |
| 30 | ... | Darjeeli ng-Himalayan | 21 | 20 | 10 | 10 | 815 | 802 | 846 | 832 |
| 31 | ... | Howrah-Amta | 3 | 3 | 1 | 1 | 432 | 386 | 436 | 390 |
| 32 | ... | Howrah-Sheakhala | 1 | 1 | ... | ... | 203 | 190 | 204 | 191 |
| 33 | ... | Jorhát | 2 | 2 | ... | ... | 189§ | 183 | 191§ | 185§ |
| | | TOTAL | 5,229 | 5,489 | 7,364 | 8,182 | 337,383 | 356,766 | 349,976 | 370,437 |

* The number under "Voluntary" represents subscribers over 5 per cent,
† Appro
‡ Information
§ Revised
|| Excludes bonuses for the

DIX 39.

Appendix 39.
Railway Servants and Provident Fund.

*the amounts deposited by them in the Provident Fund at the close of the Calendar year 1901.*

64 and 67 of Report.)

| Amounts deposited in Provident Fund. | | | | | | Railway. | Class: No. | |
|---|---|---|---|---|---|---|---|---|
| Number of depositors. | | Amount at their credit on 31st December 1901 in rupees. | | | | | | |
| Voluntary. | Compulsory. | Voluntary. | Compulsory. | Bonus given by railway. | Total to depositors' credit. | | Main. | Sub. |
| *† 6,076 | *† 8,642 | ‡ | ‡ | ‡ | † 1,10,41,148 | East Indian | 1 | ... |
| 110 | 4,066 | 18,667 | 8,81,591 | 7,78,408 | 16,78,666 | Eastern Bengal State | 2 | ... |
| ... | 320 | ... | 55,471 | 17,904 | 73,375 | Bengal Central | 3 | ... |
| 132 | 2,502 | 21,285 | 4,95,047 | 3,15,047 | 8,31,379 | Bengal-Nágpur | 4 | ... |
| ... | ... | ... | ... | ... | ... | Calcutta Port Commissioners' | 5 | ... |
| 86 | 2,000 | 24,234 | 5,55,907 | 4,43,051 | 10,23,192 | Oudh and Rohilkhand State | 6 | ... |
| 294 | 6,367 | 73,384 | 23,25,961 | 20,51,595 | 44,50,940 | North Western State | 7 | ... |
| 66 | 6,504 | 19,551 | 64,16,345 | ... | 64,35,896 | Great Indian Peninsula | 8 | (*a*) to (*h*) |
| ... | 2,467 | ... | 14,93,468 | 10,98,740 | 25,92,208 | Bombay, Baroda and Central India | 9 | (*a*) to (*e*) and (*k*) and (*l*). |
| 236 | 3,448 | 53,369 | 12,20,813 | 11,12,910 | 23,87,092 | Rajputana-Malwa | 9 | (*e*) to (*j*) |
| ... | 1,106 | ... | 3,03,536 | 2,38,700 | 5,42,236 | Nizam's Guaranteed State | 10 | ... |
| 64 | 4,844 | 83,225 | 10,29,296 | 7,75,192 | 18,87,713 | Madras | 11 | ... |
| ... | 87 | ... | 7,888 | 5,027 | 12,915 | Bengal Dooars | 12 | ... |
| ... | ... | ... | ... | ... | ... | Dibru-Sadiya | 13 | ... |
| ... | 791 | ... | 66,185 | 40,438 | 1,06,623† | Assam-Bengal | 14 | ... |
| ... | ... | ... | ... | ... | ... | Deoghur | 15 | ... |
| 3 | 1,846 | 1,001 | 4,73,379 | 4,29,714 | 9,04,094 | Bengal and North-Western | 16 | ... |
| 2 | 394 | 176 | 1,05,368 | 88,268 | 1,93,812 | Rohilkund and Kumaon | 17 | ... |
| 27 | 299 | 3,852 | 32,311 | 27,876 | 64,039 | Jodhpur-Bikaner | 18 | ... |
| ... | 37 | ... | 2,741 | 1,466 | 4,207 | Udaipur-Chitor | 19 | ... |
| 145 | 470 | 37,584 | 1,73,301 | 1,22,917 | 3,33,802 | Bhávnagar-Gondal-Junágad-Porbandar. | 20 | ... |
| ... | 3,086 | ... | 7,70,823 | 3,45,311 | 11,16,134 | Southern Mahratta | 21 | ... |
| 10 | 2,113 | 2,981 | 6,55,852 | 3,99,284 | 10,58,117 | South Indian | 23 | ... |
| ... | 2,158 | ... | 5,04,188 | 3,86,015 | 8,90,203 | Burma | 24 | ... |
| ... | ... | ... | ... | ... | ... | Morvi | 25 | ... |
| ... | ... | ... | ... | ... | ... | Bársi | 26 | ... |
| ... | ... | ... | ... | ... | ... | Tárakeshwar-Magra | 27 | ... |
| ... | 23 | ... | 425 | 161 | 586 | Ránaghat Krishnagar | 28 | ... |
| ... | ... | ... | ... | ... | ... | Tezpur-Bálipára | 29 | ... |
| ... | 142 | ... | 1,01,063 | 57,545 | 1,58,608† | Darjeeling-Himalayan | 30 | ... |
| ... | 105 | ... | 2,574 | 960 | 3,534 | Howrah-Amta | 31 | ... |
| ... | 23 | ... | 1,003 | 220 | 1,223 | Howrah-Sheakhala | 32 | ... |
| 4 | 22 | 587 | 6,014 | 3,195 | 9,796 | Jorhat | 33 | ... |
| 7,255 | 53,872 | 3,39,896 | 1,76,80,550 | 87,39,944 | 3,78,01,538 | Total | | |

and that under "Compulsory" subscribers of 5 per cent. only.
ximate.
not furnished.
figures.
second-half of the year.

Appendix 40.
Volunteers.

# APPENDIX 40.

*Number of men enrolled in Railway Volunteer Corps on the 31st December 1901.*

(Referred to in paragraph 65 of Report.)

| Classification Number. | | Corps. | ENROLLED STRENGTH. | | | | | Total number of European and Eurasian employées on railway. | Sergeant Instructors furnished by the Army. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Efficients. | | | Non-efficients. | Total number of volunteers in corps. | | | |
| Main. | Sub. | | Officers. | Non-Commissioned officers. | Volunteers. | | | | | |
| 1 | ... | East Indian | 67 | 175 | 1,755 | 23 | 2,020 | 2,422 | 17 | |
| 2 | ... | Eastern Bengal State | 9 | 73 | 521 | 9 | 612 | 644 | 4 | |
| 4 | ... | Bengal-Nágpur | 31 | 133 | 815 | ... | *979 | 941 | 8 | * Includes 38 employees other than European and Eurasion. |
| 6 | ... | Oudh and Rohilkhand State— | | | | | | | | |
| | | *Oudh Volunteer Rifles* | 12 | 48 | 377 | 21 | † 458 | 463 | 8 | †Includes 1 Parsee. |
| 7 | ... | North Western State— | | | | | | | | |
| | | *Third Punjab (North Western State railway) Volunteer Rifles* | 55 | 119 | 995 | 13 | 1,182 | 1,402 | 12 | |
| 8 | (*a*) to (*c*) | Great Indian Peninsula | 26 | 144 | 758 | 9 | 937 | 1,748 | 10 | |
| 8 | (*d*) to (*h*) | Indian Midland— | | | | | | | | |
| | | *Midland Railway Volunteer Rifles* | 18 | 46 | 379 | 53 | ‡496 | | 3 | ‡Includes 68 Parsees. |
| 9 | (*a*) to (*e*) and (*k*) and (*l*). | Bombay, Baroda and Central India— | | | | | | | | |
| | | *First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles* | 22 | 96 | 497 | 51 | §666 | 448 | 5 | § Includes 238 Goanese and 25 Jews. |
| 9 | (*f*) to (*j*) | Rajputana-Malwa— | | | | | | | | |
| | | *Second Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles* | 35 | 101 | 694 | ... | 830 | 982 | 10 | |
| 10 | ... | Nizam's Guaranteed State— | | | | | | | | |
| | | *Hyderabad Volunteer Rifles* | 7 | 28 | 149 | 55 | 239 | 427 | 2 | |
| 11 | ... | Madras‖ | 33 | 138 | 739 | 33 | 943 | 1,596 | 9 | ‖ Excludes the staff of the late East Coast State railway as the information is not available. |
| 14 | (*a*) | Assam-Bengal | 10 | 16 | 119 | ... | 145 | 164 | 1 | |
| 16 | ... | Bengal and North-Western— | | | | | | | | |
| | | *Gorakhpur Volunteer Rifles* | 23 | 42 | 254 | ... | ¶319 | 307 | 6 | ¶ Includes 12 employees on construction works not included with European and Eurasian employés. |
| 17 | ... | Rohilkund and Kumaon— | | | | | | | | |
| | | *Rohilkund Volunteer Rifles* | 1 | 2 | 15 | ... | 18 | 44 | ... | |
| 19 | ... | Udaipur-Chitor— | | | | | | | | |
| | | *First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles, F. Company* | ... | 1 | ... | ... | 1 | 2 | ... | |
| 20 | ... | Bhávnagar-Gondal-Junágad-Porbandar— | | | | | | | | |
| | | *First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles, F. Company* | ... | 11 | 17 | 5 | 33 | 44 | 1 | |
| 21 | ... | Southern Mahratta | 22 | 90 | 533 | ... | **645 | 573 | 7 | ** Includes 160 Goanese. |
| 23 | ... | South Indian | 8 | 61 | 486 | 19 | 574 | 700 | 8 | |
| 24 | ... | Burma | 14 | 20 | 529 | 7 | ††570 | 640 | 9 | †† Includes 56 Burmese and Karens. |
| 25 | ... | Morvi— | | | | | | | | |
| | | *First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles, F. Company* | ... | ... | ... | 2 | 2 | 2 | ... | |
| 30 | ... | Darjeeling-Himalayan— | | | | | | | | |
| | | *Northern Bengal Mounted Rifles, "A" and "B" Troops* | ... | 1 | 6 | ... | 7 | 30 | ... | |

*N.B.*—European and Eurasian employés on railways which have no volunteer corps are excluded from this statement.

# APPENDIX 41.



*Strength and cost of the Police force on each Railway (open lines), and the amount of compensation payments due to thefts for the Calendar year 1901.*

(Referred to in paragraph 66 of Report.)

| Class: No. | | Railway. | Subordinate officers. | Constables and men. | Portion of the total annual cost borne by the Railway. | | | | Cost of force to the railway per mile open. | Compensation payments due to thefts or losses. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Main. | Sub. | | | | Supervision. | Constables and men. | Contingencies. | Total cost of force to the railway. | | | |
| | | | Average No. | Average No. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | |
| 1 | ... | East Indian | 57 | 1,832 | 50,148 | 1,20,828 | 30,526 | 2,01,502 | 95·90 | 92,113 | |
| 2 | ... | Eastern Bengal State | 60 | 687 | 1,560 | 40,496* | 133 | 42,189 | 42·16 | 6,138 | * Includes supervision charges on the Cooch Behar railway, as the cost cannot be separated between "Supervision" and "Constables and men." |
| 3 | ... | Bengal Central | 3 | 24 | 3,636 | 5,233 | 433 | 9,302 | 74·41 | ... | |
| 4 | ... | Bengal-Nágpur | 7 | 431 | 12,963 | 32,236 | 3,060 | 48,259 | 29·99 | 288 | |
| 6 | ... | Oudh and Rohilkhand State | 3 | 494 | 2,992 | 32,373 | 2,106 | 37,471 | 33·05 | 13,136 | |
| 7 | ... | North Western State | ... | 1,598 | ... | 1,45,888 | 1,153 | 1,47,041 | 39·34 | 1,567 | |
| 8 | ... | Great Indian Peninsula | 22 | 769 | 53,755 | 1,23,582 | 16,953 | 1,94,290 | 69·38 | 55,595 | |
| 9 | (*a*) to (*e*) & (*k*) & (*l*). | Bombay, Baroda and Central India. | 65 | 491 | 20,873 | 53,211 | 7,697 | 81,781 | 102·32 | 43,716 | |
| 9 | (*f*) to (*j*). | Rajputana-Malwa | 137 | 694 | 35,365 | 85,996 | 12,582 | 1,33,943 | 68·73 | 76,010 | |
| 10 | ... | Nizam's Guaranteed State | 3 | 347 | 8,137 | 20,476 | 1,155 | 29,768 | 40·06 | ... | |
| 11 | ... | Madras | 11 | 315 | 14,134 | 45,590 | 7,488 | 67,212 | 48·21 | 7,002 | |
| 12 | ... | Bengal-Dooars | ... | 8 | ... | 1,009 | 31 | 1,040 | 28·57 | ... | |
| 14 | ... | Assam-Bengal | 2 | 166 | 2,593 | 12,514 | 1,166 | 16,273 | 28·05 | 565 | |
| 16 | ... | Bengal and North-Western | 5 | 478 | 6,243 | 37,492 | 6,702 | 50,437 | 39·36 | 8,372 | |
| 17 | (*a*) & (*b*). | Rohilkund and Kumaon | 11 | 130 | 2,079 | 10,034 | 1,443 | 13,556 | 47·55 | 736 | |
| 18 | ... | Jodhpur-Bikaner | 1 | 39 | 1,288 | 2,971 | 339 | 4,598 | 6·25 | ... | |
| 20 | ... | Bhávnagar-Gondal-Junágad-Porbandar. | 25 | 195 | 16,827 | 12,436 | 6,390 | 35,653 | 78·33 | 2,192 | |
| 21 | ... | Southern Mahratta | 13 | 653 | 21,062 | 79,342 | 8,064 | 1,08,468 | 68·00 | 3,567 | |
| 23 | (*a*) & (*b*) | South Indian | ... | 207 | ... | ... | ... | †50,598 | 45·58 | 1,030 | † Including cost of Government supervision, Rs. 37,572. |
| 24 | ... | Burma | 84 | 389 | 11,804 | 68,516 | 10,715 | 91,035 | 77·30 | 4,533 | |
| 25 | ... | Morvi | 3 | 12 | 772 | 1,232 | 596 | 2,600 | 27·55 | 187 | |
| 26 | ... | Bársi | 1 | 4 | ... | 741 | 21 | 762 | 35·29 | 4 | |

Appendix 42.
Fine Funds.

# APPENDIX 42.

## *Transactions of the Fine Funds for the calendar year 1901.*

(Referred to in paragraph 68 of Report.)

| Class: No. | | Railway. | Assets. | | | | Disbursements. | | | | | | Balance in hand on 31st December 1901. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Main. | Sub. | | Balance on 31st December 1900. | Fines and bonus forfeited during 1901. | Interest on balance. | Total. | Hospitals for sick employées. | Compassionate allowances. | Schools. | Recreation clubs. | Miscellaneous. | Total. | |
| | | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| 1 | ... | East Indian . . | 51,136 | 14,468 | 1,788 | 67,392 | 400 | 369 | 3,098 | 70 | 1,002 | 4,939 | 62,453 |
| 2 | ... | Eastern Bengal . . | 2,226 | 9,537 | 107 | 11,870 | ... | 50 | 2,267 | 2,495 | 2,451 | 7,263 | 4,607 |
| 3 | ... | Bengal Central . . | 4,464 | 453 | 144 | 5,061 | ... | 216 | ... | ... | 303 | 519 | 4,542 |
| 4 | (*a*) & (*b*) | Bengal-Nágpur . . | 8,999 | 10,952 | 92 | 20,043 | ... | ... | 237 | 5,180 | 3,566 | 8,983 | 11,060 |
| 6 | ... | Oudh and Rohilkhand. | 40,946 | 6,315 | 1,247 | 48,508 | ... | ... | 3,349 | 7,034 | 8,315 | 18,698 | 29,810 |
| 7 | ... | North Western . . | 3,219 | 15,791 | 85 | 19,095 | 100 | 277 | 10,837 | 2,097 | 14,526 | 17,837 | 1,258 |
| 8 | ... | Great Indian Peninsula | 10,248 | 13,743 | 415 | 24,406 | ... | 4,360 | 1,908 | 1,456 | 1,160 | 8,884 | 15,522 |
| 9 | (*a*) to (*e*) & (*k*) & (*l*). | Bombay, Baroda and Central India . . | 1,303 | 8,219 | 402 | 10,124 | 368 | 1,357 | 835 | 150 | 1,652 | 4,362 | 5,762 |
| 10 | ... | Nizam's Guaranteed State . . . | 3,046 | 1,374 | 125 | 4,545 | 390 | 110 | 945 | ... | 179 | 1,624 | 2,921 |
| 11 | ... | Madras . . . | 93,588 | 7,748 | 2,952 | 1,04,288 | 35 | 400 | 100 | 108 | 2,708 | 3,351 | 1,00,937 |
| 12 | ... | Bengal Dooars . . | 688 | 421 | 20 | 1,129 | ... | ... | ... | 25 | ... | 25 | 1,104 |
| 14 | ... | Assam-Bengal . . | 5,387 | 2,757 | ... | 8,144 | ... | 50 | 800 | 183 | 614 | 1,647 | 6,497 |
| 16 | ... | Bengal and North Western. | 21,105 | 16,400 | 662 | 38,167 | ... | 500 | ... | 1,441 | 974 | 2,915 | 35,252 |
| 17 | (*a*) & (*b*) | Rohilkund and Kumaon | 320 | 1,044 | 170 | 1,534 | ... | ... | ... | ... | ... | ... | 1,534 |
| 9 | (*f*) to (*j*). | Rajputana-Malwa . | 53,849 | 11,660 | 1,685 | 67,194 | 100 | 450 | 2,814 | 220 | 6,106 | 9,690 | 57,504 |
| 18 | ... | Jodhpur-Bikaner . | ... | 405 | ... | 405 | ... | ... | ... | ... | ... | ... | 405 |
| 19 | ... | Udaipur-Chitor . . | 256 | 96 | ... | 352 | ... | ... | ... | ... | ... | ... | 352 |
| 20 | ... | Bhávnagar-Gondal-Junágad-Porbandar . | 4,473 | 1,182 | 137 | 5,792 | ... | ... | 235 | 180 | 1 | 416 | 5,376 |
| 21 | ... | Southern Mahratta . | 377 | 6,239 | ... | 6,616 | ... | 100 | 1,080 | 1,540 | 3,690 | 6,410 | 206 |
| 23 | ... | South Indian . . | 1,73,330 | 10,629 | | 1,83,959 | ... | 110 | ... | *18,902 | 1,380 | 20,392 | 1,63,567 |
| 24 | ... | Burma . . . | 11,107 | 12,021 | ... | 23,128 | ... | ... | 2,546 | 14,072 | 3,412 | 20,030 | 3,098 |
| 25 | ... | Morvi . . . | 955 | 124 | ... | 1,079 | ... | 140 | ... | ... | ... | 140 | 939 |
| 27 | ... | Tárakeshwar-Magra . | 46 | 56 | ... | 102 | 92 | ... | ... | ... | ... | 92 | 10 |
| 30 | ... | Darjeeling-Himalayan | 116 | 141 | ... | 257 | ... | ... | ... | 100 | 2 | 102 | 155 |
| 33 | ... | Jorhát . . . | 62 | 71 | 1 | 134 | ... | ... | ... | ... | ... | ... | 134 |

* Approximate figures.

# APPENDIX 43.



## *Railway and Railway aided Schools at the close of the Calendar year 1901.*

(Referred to in paragraph 69 of Report.)

*N.B.*—A reference to appendix 2 will furnish the key to the code letters used to express railway systems.

| Class: No. | | Railway. | RAILWAY SCHOOLS. | | | | | | | | | | LOCAL AND DISTRICT SCHOOLS. | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Attendance. | | | | Annual Contributions. | | | | | | Average daily attendance. | | |
| | | | | Children. | | Apprentices and workmen. | | | | | | | | | | |
| Main. | Sub. | | Number of Schools. | Number on the rolls. | Average daily attendance. | Number on the rolls. | Average daily attendance. | By Government. | By Railway. | By School fees. | Total. | Annual expenditure. | Number of Schools. | Children | Apprentices and workmen. | Annual Railway grant. |
| | | | | | | | | Rs. | Rs. | Rs. | Rs. | Rs. | | | | |
| 1 | ... | E. I. European | #20 | 1,081 | 914 | 54 | 41 | 13,783 | †44,754 | 77,535 | 1,36,072 | 1,50,619 | ... | ... | ... | ... |
| | | E. I. Native | 33 | 1,622 | 1,281 | 1,554 | 960 | 3,945 | ‡9,095 | 20,154 | 33,194 | 31,781 | ... | ... | ... | ... |
| 2 | ... | E. B. S. European | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 | 84 | 6 | 3,028 |
| | | E. B. S. Native | 4 | 47 | 40 | 232 | 97 | ... | 1,036 | ... | 1,036 | 1,036 | 10 | 464 | 8 | 1,294 |
| 4 | ... | B. N. European | 5 | 126 | 108 | ... | ... | 985 | 3,250 | 2,082 | 6,317 | 6,324 | 2 | 68 | ... | 600 |
| | | B. N. Native | 3 | 179 | 141 | ... | ... | 266 | 919 | 976 | 2,161 | 1,940 | ... | ... | ... | ... |
| 6 | ... | O. and R. European | 2 | 27 | 23 | ... | ... | 345 | 1,193 | 649 | 2,187 | 1,538 | 16 | 69 | ... | 4,498 |
| | | O. and R. Native | 2 | ... | ... | 120 | 42 | ... | 309 | ... | 309 | 309 | ... | ... | ... | ... |
| 7 | ... | N.W. European | 2 | 47 | 33 | 23 | 15 | 1,663 | 1,740 | 718 | 4,121 | 4,135 | 17 | 246 | ... | 14,690 |
| | | N.W. Native | 22 | 104 | 85 | 1,208 | 374 | ... | 5,832 | 197 | 6,029 | 5,120 | 1 | 74 | ... | 1,587 |
| 8 | (*a*) to (*e*). | G. I. P. European | 6 | 261 | 210 | ... | ... | 3,005 | 11,074 | 2,537 | 16,616 | 16,616 | 11 | § | § | 5,395 ‖ |
| | | G. I. P. Native | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | § | § | 240 |
| 8 | (*f*) to (*j*). | I. M European | 2 | 54 | 21 | ... | ... | ... | 2,273 | 509 | 2,782 | 2,782 | ... | ... | ... | ... |
| | | I. M Native | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 | § | § | 735 |
| 9 | (*a*) to (*e*) and (*k*). and (*l*). | B., B. & C. I. European. | 4 | 92 | 71 | 23 | 17 | 1,980 | 4,987 | 1,714 | 8,681 | 8,016 | 19 | 53 | ... | 3,967 |
| 9 | (*f*) to (*j*). | R. M. European | 11 | 457 | 256 | 135 | 119 | 2,374 | 17,797 | 16,970 | 37,141 | 36,923 | 1 | 39 | ... | 180 |
| | | R. M. Native | ... | ... | ... | ... | .. | ... | ... | ... | ... | ... | 5 | 299 | ... | 2,103 |
| 11 | ... | M. European | 8 | 333 | 295 | ... | ... | 3,321 | 12,446 | 3,212 | 18,979 | 19,922 | 3 | § | | 490 |
| 13 | ... | D. S., Native | 1 | 151 | 78 | ... | ... | ... | 300 | 940 | 1,240 | 1,760 | ... | ... | ... | ... |
| 16 | ... | B. & N.W., European. | 2 | 41 | 28 | ... | ... | 821 | 1,680 | 518 | 3,019 | 3,058 | 2 | 32 | 29 | 324 |
| 20 | ... | B. G. J. P. European | 1 | 6 | 5 | ... | ... | 86 | 996 | 159 | 1,241 | 1,091 | ... | ... | ... | ... |
| | | B. G. J. P. Native | 1 | 40 | 36 | ... | ... | ... | 365 | 87 | 452 | 502 | ... | ... | ... | ... |
| 21 | ... | S. M. European | 15 | 245 | 181 | 177 | 69 | 786 | 5,812 | 1,688 | 8,286 | 8,150 | ... | ... | ... | ... |
| | | S. M. Native | 1 | 14 | 11 | ... | ... | ... | 180 | 31 | 211 | 196 | ... | ... | ... | ... |
| 23 | ... | S. I. European | 4 | 138 | 119 | ... | ... | 317 | 3,975 | 675 | 4,967 | 4,210 | ... | ... | ... | ... |
| | | S. I. Native | 1 | 33 | 39 | ... | ... | 27 | 247 | 141 | 415 | 303 | ... | ... | ... | ... |
| 24 | ... | B. European | 3 | 61 | 56 | 9 | 8 | 1,018 | 755 | 1,285 | 3,058 | 2,755 | 32 | 133 | ... | 2,093 |
| | | B. Native | 2 | 125 | 117 | 30 | 27 | 879 | 1,267 | 890 | 3,036 | 2,968 | ... | ... | ... | ... |
| 10 | ... | N. G. S. European | 2 | 55 | 41 | ... | ... | ... | 1,387 | 268 | 1,655 | 1,332 | ... | ... | ... | ... |
| | | N. G. S. Native | 1 | 38 | 28 | 16 | 8 | ... | 778 | 36 | 814 | 786 | 6 | 298 | ... | 840 |

# Including the joint railway schools at Aligarh, Moghal Sarai, Gháziabad, Delhi and Umballa.

† Including Rs. 336 and Rs. 86 received from the North Western State railway for the joint railway schools at Gháziabad and Umballa. Rs. 300 and Rs. 210 received from the Oudh and Rohilkhand State railway for the joint railway schools at Aligarh and Moghal Sarai and Rs. 90 received from the Rajputana-Malwa railway for the joint railway school at Dehli.

‡ Includes Rs. 62 received from the Oudh and Rohilkhand State railway for the joint railway school at Moghal Sarai.

§ Information not furnished.

‖ Approximate.

## Appendix 44.
Earnings under different heads.



*Gross earnings under different heads of each*

| Serial No. | | | GAUGE. | 5′ 6″ | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | CLASS: No. | 1 | | 2 | | 3 | |
| | | | Railway. | East Indian. | | Eastern Begal State. | | Bengal Central. | |
| | | | Particulars. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. |
| | | | **COACHING.** | | | | | | |
| 1 | 1st class | Number | | 30,927 | 33,326 | 19,116 | 19,696 | 864 | 998 |
| 2 | | Earnings | Rs. | 3,09,663 | 3,30,374 | 80,543 | 78,946 | 2,878 | 3,366 |
| 3 | 2nd class | Number | | 93,201 | 104,286 | 58,170 | 58,905 | 9,250 | 10,270 |
| 4 | | Earnings | Rs. | 4,11,451 | 4,65,505 | 1,11,923 | 1,11,207 | 10,660 | 12,033 |
| 5 | 3rd or intermediate class | Number | | 768,909 | 770,865 | 486,169 | 486,302 | 29,926 | 31,495 |
| 6 | | Earnings | Rs. | 7,37,175 | 7,99,890 | 2,35,955 | 2,51,353 | 19,246 | 22,888 |
| 7 | 4th or lowest class | Number | | 10,299,788 | 10,327,671 | 5,572,209 | 5,324,253 | 8,23,117 | 7,87,373 |
| 8 | | Earnings | Rs. | 78,97,636 | 85,83,806 | 22,58,110 | 21,01,158 | 3,15,210 | 3,08,697 |
| 9 | Season tickets of all classes | Number | | 6,81,995 | 7,64,182 | 4,77,975 | 5,15,824 | 96,380 | 95,800 |
| 10 | | Earnings | Rs. | 76,766 | 78,261 | 64,560 | 64,248 | 9,020 | 8,492 |
| 11 | Total passengers | Number | | 11,874,820 | 12,000,330 | 6,613,589 | 6,404,980 | 9,59,537 | 9,25,936 |
| 12 | | Earnings | Rs. | 94,32,691 | 1,02,57,856 | 27,51,091 | 26,06,912 | 3,57,014 | 3,55,476 |
| 13 | Parcels | Earnings | Rs. | 5,38,724 | 5,59,690 | 2,12,688 | 1,76,576 | 11,600 | 14,375 |
| 14 | Luggage | Earnings | Rs. | 3,23,181 | 3,83,312 | 72,438 | 98,439 | 13,574 | 11,819 |
| 15 | Other coaching traffic | Earnings | Rs. | 5,23,749 | 8,05,860 | 57,990 | 57,373 | 3,972 | 3,132 |
| 16 | Total coaching traffic | Earnings | Rs. | 1,08,18,345 | 1,20,06,698 | 30,94,207 | 29,39,300 | 3,86,160 | 3,84,802 |
| | | | **GOODS.** | | | | | | |
| 17 | General merchandise | Tons | | 2,056,056 | 1,600,234 | 621,336 | 866,743 | 31,169 | 93,795 |
| 18 | | Earnings | Rs. | 1,58,37,937 | 1,27,63,552 | 32,62,967 | 57,28,929 | 97,551 | 3,18,640 |
| 19 | | Average rate per ton per mile, | pies | 5·83 | 5·88 | 9·02 | 10·70 | 8·66 | 7·97 |
| 20 | Military stores | Tons | | 2,562 | 3,925 | 201 | 117 | 680 | 835 |
| 21 | | Earnings | Rs. | 97,061 | 2,15,764 | 928 | 507 | 1,170 | 1,296 |
| 22 | | Average rate per ton per mile, | pies | 16·13 | 19·11 | 26·40 | 25·44 | 139·32 | 124·99 |
| 23 | Coal for the public and for foreign railways | Tons | | 2,620,845 | 2,672,906 | 154,492 | 137,730 | 15,022 | 13,607 |
| 24 | | Earnings | Rs. | 87,30,516 | 92,94,785 | 1,58,625 | 1,20,501 | 16,463 | 14,411 |
| 25 | | Average rate per ton per mile, | pies | 3·52 | 3·37 | 4·62 | 4·66 | 4·25 | 3·26 |
| 26 | Revenue stores including coal and materials for construction | Tons | | 698,576 | 757,617 | 267,971 | 190,052 | 11,448 | 11,349 |
| 27 | | Earnings | Rs. | 9,04,524 | 10,23,522 | 2,41,427 | 29,855 | −1,308 | 4,682 |
| 28 | | Average rate per ton per mile, | pies | 1·93 | 1·79 | 2·63 | 2·46 | ... | 2·45 |
| 29 | Total goods | Tons * | | 5,378,039 | 5,034,682 | 1,044,000 | 1,194,642 | 58,319 | 119,586 |
| 30 | | Earnings† | Rs. | 2,56,88,426 | 2,34,34,821 | 36,99,590 | 61,24,458 | 111,708 | 3,40,026 |
| 31 | | Average rate per ton per mile, | pies | 4·51 | 4·25 | 7·59 | 9·43 | 6·38 | 7·34 |
| | | | **SUNDRIES.** | | | | | | |
| 32 | Electrict telegraph | Earnings | Rs. | 47,044 | 41,057 | 16,779 | 16,141 | 992 | 827 |
| 33 | Steam boat | Earnings | Rs. | 92,348 | 1,11,604 | 2,75,992 | 3,44,209 | ... | ... |
| 34 | Sundries | Earnings | Rs. | 4,24,508 | 3,82,903 | 3,03,674 | 2,77,290 | 1,48,478 | 32,255 |
| | | | **TOTAL.** | | | | | | |
| 35 | Grand total Earnings | | Rs. | 3,70,70,671 | 3,59,77,083 | 73,90,242 | 97,01,398 | 6,47,338 | 7,57,910 |
| 36 | Total working Expenses. | | Rs. | 1,27,87,867 | 1,29,73,342 | 40,37,068 | 44,71,092 | 3,61,709 | 4,00,600 |
| 37 | Net Earnings | | Rs. | 2,42,82,804 | 2,30,03,741 | 33,53,174 | 52,30,306 | 2,85,629 | 3,57,310 |

* Including revenue stores but excluding live stock.
† Including all other items not detailed above.

DIX 44.

Appendix 44.
Earnings under different heads.

*railway (by systems) during each half-year of 1901.*

| 5′ 6″ | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4 | | 5 | | 6 | | 7 | | 9 Great Indian Peninsula system. | | | | Serial No. |
| Bengal-Nágpur. (*a*) & (*b*). | | Calcutta Port Commissioners'.§ | | Oudh and Rohilkhand State. | | North Western State (*a*) to (*f*). | | G. I. P. (*a*) to (*c*). | | Indian Midland (*d*) to (*h*). | | |
| 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | |
| 5,312 | 6,152 | ... | ... | 14,035 | 14,870 | 27,212 | 26,040 | 33,635 | 36,053 | ... | 5,840 | 1 |
| 58,882 | 62,163 | ... | ... | 73,495 | 81,156 | 1,95,561 | 1,88,519 | 2,39,145 | 2,82,951 | 63,074 | 63,141 | 2 |
| 19,309 | 19,407 | ... | ... | 49,161 | 56,064 | 89,090 | 97,816 | 198,270 | 190,505 | 21,290 | 22,175 | 3 |
| 79,657 | 95,019 | ... | ... | 1,14,494 | 1,28,470 | 2,56,417 | 2,64,666 | 4,29,170 | 4,41,477 | 94,718 | 96,273 | 4 |
| 89,445 | 75,645 | ... | ... | 238,944 | 268,796 | 657,557 | 662,065 | 296,871 | 256,478 | 166,885 | 145,442 | 5 |
| 96,968 | 89,528 | ... | ... | 1,72,835 | 1,89,282 | 5,69,417 | 5,94,719 | 4,47,174 | 4,30,948 | 2,00,602 | 2,04,077 | 6 |
| 3,007,235 | 2,794,446 | ... | ... | 3,939,807 | 4,182,789 | 8,775,021 | 9,854,202 | 7,142,399 | 6,677,243 | 1,085,960 | 1,074,071 | 7 |
| 24,64,846 | 24,43,402 | ... | ... | 21,21,486 | 22,68,166 | 52,13,857 | 57,20,800 | 29,73,447 | 27,13,745 | 9,39,983 | 8,42,094 | 8 |
| 35,140 | 55,060 | ... | ... | ... | ... | ... | ... | 2,686,300 | 2,591,680 | 600 | ... | 9 |
| 2,779 | 4,724 | ... | ... | ... | ... | ... | ... | 96,951 | 87,143 | 250 | ... | 10 |
| 3,156,441 | 2,950,710 | ... | ... | 4,241,947 | 4,522,519 | 9,548,880 | 10,640,123 | 10,357,475 | 9,751,959 | 1,281,085 | 1,247,528 | 11 |
| 27,03,132 | 26,94,836 | ... | ... | 24,82,310 | 26,67,074 | 62,35,252 | 67,68,704 | 41,85,887 | 39,56,264 | 12,98,627 | 12,05,885 | 12 |
| 1,03,836 | 95,878 | ... | ... | 1,00,248 | 1,10,022 | 3,00,284 | 5,62,295 | 5,39,674 | 5,25,523 | 96,130 | 84,857 | 13 |
| 71,000 | 82,154 | ... | ... | 74,826 | 80,833 | 2,17,694 | 2,01,980 | 2,28,734 | 1,98,398 | 66,157 | 57,789 | 14 |
| 56,791 | 71,239 | ... | ... | 93,571 | 1,25,766 | 2,48,913 | 3,09,129 | 2,10,819 | 2,46,026 | 90,914 | 79,627 | 15 |
| 29,36,859 | 29,44,107 | ... | ... | 27,50,955 | 29,83,695 | 70,02,143 | 78,42,108 | 51,65,114 | 49,26,211 | 15,51,828 | 14,27,858 | 16 |
| 493,819 | 386,722 | ... | ... | 741,965 | 545,326 | 1,777,522 | 1,608,816 | 1,527,179 | 989,436 | 483,113 | 299,607 | 17 |
| 30,68,152 | 19,67,765 | ... | ... | 33,48,488 | 26,10,619 | 1,36,75,344 | 1,28,38,795 | 1,85,36,609 | 1,09,55,446 | 39,34,713 | 23,54,440 | 18 |
| 7·14 | 6·85 | ... | ... | 5·79 | 5·74 | 5·44 | 5·12 | 7·96 | 7·39 | ‖6·09 | ‖6·91 | 19 |
| 154 | 222 | ... | ... | 1,226 | 1,783 | 11,020 | 16,936 | 3,943 | 4,452 | 316 | 576 | 20 |
| 2,262 | 1,693 | ... | ... | 14,740 | 20,555 | 2,36,053 | 4,32,277 | 95,394 | 94,433 | 5,046 | 9,103 | 21 |
| 17·94 | 10·24 | ... | ... | 16·68 | 18·06 | 15·47 | 16·06 | 20·23 | 19·26 | 20·24 | 14·74 | 22 |
| 437,423 | 367,610 | ... | ... | 18,189 | 15,377 | 18,933 | 15,742 | 84,275 | 62,012 | 5,467 | 7,568 | 23 |
| 4,31,635 | 4,37,908 | ... | ... | 65,387 | 58,079 | 66,477 | 55,944 | 2,24,844 | 1,31,695 | 23,658 | 37,497 | 24 |
| 3·59 | 3·71 | ... | ... | 3·73 | 3·75 | 4·23 | 3·50 | 3·43 | 3·77 | 3·02 | 2·87 | 25 |
| 198,027 | 325,294 | ... | ... | 264,972 | 309,131 | 1,061,366 | 1,037,139 | 260,974 | 251,905 | 247,333 | 264,506 | 26 |
| 2,96,637 | 3,24,426 | ... | ... | 2,32,963 | 2,30,814 | 8,66,606 | 8,97,921 | 3,86,734 | 3,29,597 | 2,39,906 | 2,55,138 | 27 |
| 2·23 | 2·85 | .. | ... | 2·56 | 2·66 | 2·42 | 2·45 | 2·00 | 2·00 | 2·70 | 2·56 | 28 |
| 1,129,423 | 1,079,848 | ... | ... | 1,026,352 | 871,617 | 2,868,841 | 2,678,633 | 1,876,371 | 1,307,805 | 736,229 | 572,259 | 29 |
| 38,24,849 | 27,54,559 | 1,80,343 | 1,88,100 | 36,81,527 | 29,45,699 | 1,50,07,364 | 1,44,56,913 | 1,94,84,861 | 1,18,43,593 | 41,82,650 | 26,76,093 | 30 |
| 5·62 | 5·30 | ... | ... | 5·35 | 5·28 | 5·17 | 4·96 | 7·52 | 7·02 | ‖5·64 | ‖5·89 | 31 |
| 15,910 | 11,909 | ... | ... | 17,612 | 15,231 | 60,381 | 52,191 | 37,157 | 30,688 | 11,876 | 8,801 | 32 |
| ... | ... | ... | ... | ... | ... | 7,786 | 2,593 | ... | ... | ... | ... | 33 |
| 2,87,043 | 3,02,533 | 90,426 | 81,984 | 5,96,129 | 4,77,599 | 4,76,023 | 3,82,880 | 1,66,881 | 1,60,904 | 80,344 | 62,530 | 34 |
| 70,64,661 | 60,13,108 | 2,70,769 | 2,70,084 | 70,46,223 | 64,22,224 | 2,25,53,697 | 2,27,36,685 | 2,48,54,013 | 1,69,61,396 | 58,26,698 | 41,75,282 | 35 |
| 33,30,339 | 35,98,782 | 1,54,648 | 1,63,889 | 29,99,548 | 31,42,165 | 1,16,69,653 | 1,13,26,773 | 1,02,21,187 | 98,63,714 | 24,46,706 | 24,51,126 | 36 |
| 37,34,322 | 24,14,326 | 1,16,124 | 1,06,195 | 40,46,675 | 32,80,059 | 1,08,84,044 | 1,14,09,912 | 1,46,32,826 | 70,97,682 | 33,79,992 | 17,24,156 | 37 |

§ Open only for goods traffic, details of which are not furnished.
‖ Excluding Gwalior Light railway.

*P. T. O.*
50

## Appendix 44.
Earnings under different heads.

**APPEN**

*Gross earnings under different heads of each*

| Serial No. | Particulars. | | GAUGE. | 5' 6" | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | CLASS: No. | 9 | | | | 10 | |
| | | | | Bombay, Baroda and Central India system. | | | | | |
| | | | Railway. | B., B. and C. I. (*a*) to (*e*) and (*k*) and (*l*) | | Rajputana-Malwa (*f*) to (*j*). | | Nizam's Guaranteed State. | |
| | | | | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. |
| | **COACHING.** | | | | | | | | |
| 1 | 1st class | Number | | 43,005 | 33,973 | 9,737 | 9,814 | 4,977 | 4,622 |
| 2 | | Earnings | Rs. | 80,738 | 70,209 | 70,945 | 61,102 | 32,355 | 28,571 |
| 3 | 2nd class | Number | | 292,893 | 251,616 | 43,292 | 44,579 | 31,604 | 28,917 |
| 4 | | Earnings | Rs. | 2,37,483 | 2,12,715 | 1,38,751 | 1,17,798 | 64,122 | 58,966 |
| 5 | 3rd or Intermediate class | Number | | 235,084 | 185,532 | 158,909 | 149,498 | ... | ... |
| 6 | | Earnings | Rs. | 3,87,524 | 3,36,528 | 1,62,979 | 1,55,373 | ... | ... |
| 7 | 4th or Lowest class. | Number | | 6,143,739 | 5,570,010 | 6,302,334 | 6,149,501 | 1,273,132 | 1,224,775 |
| 8 | | Earnings | Rs. | 18,56,857 | 16,12,266 | 30,44,851 | 31,10,920 | 6,74,515 | 6,48,410 |
| 9 | Season tickets of all classes | Number | | 2,840,840 | 2,547,080 | 1,800 | 4,200 | 9,840 | 7,440 |
| 10 | | Earnings | Rs. | 1,80,579 | 1,42,809 | 718 | 1,293 | 11,091 | 10,113 |
| 11 | Total passengers | Number | | 9,555,561 | 8,588,211 | 6,516,072 | 6,357,592 | 1,319,553 | 1,265,754 |
| 12 | | Earnings | Rs. | 27,43,181 | 23,74,527 | 34,08,244 | 34,16,486 | 7,82,083 | 7,46,060 |
| 13 | Parcels | Earnings | Rs. | 3,01,150 | 2,45,592 | 2,13,963 | 2,20,660 | 46,933 | 43,978 |
| 14 | Luggage | Earnings | Rs. | 62,251 | 55,911 | 94,315 | 77,249 | 36,084 | 26,442 |
| 15 | Other coaching traffic | Earnings | Rs. | 42,032 | 41,901 | 1,11,116 | 92,678 | 18,021 | 18,032 |
| 16 | Total coaching traffic | Earnings | Rs. | 31,48,614 | 27,17,931 | 38,27,638 | 38,37,073 | 8,83,121 | 8,34,512 |
| | **GOODS.** | | | | | | | | |
| 17 | General merchandise | Tons | | 992,943 | 516,991 | 1,219,282 | 791,628 | 238,335 | 200,681 |
| 18 | | Earnings | Rs. | 61,80,894 | 35,99,992 | 1,14,98,528 | 77,35,081 | 15,73,448 | 12,81,115 |
| 19 | | Average rate per ton per mile, pies | | 7·53 | 8·81 | 6·39 | 6·46 | 9·59 | 9·25 |
| 20 | Military stores | Tons | | 161 | 492 | 1,630 | 1,699 | 852 | 552 |
| 21 | | Earnings | Rs. | 5,252 | 10,552 | 23,325 | 25,949 | 19,230 | 10,943 |
| 22 | | Average rate per ton per mile, pies | | 21·28 | 13·61 | 18·61 | 19·38 | 24·53 | 24·73 |
| 23 | Coal for the public and for foreign railways. | Tons | | 29,481 | 40,341 | 7,888 | 7,318 | 192,414 | 182,676 |
| 24 | | Earnings | Rs. | 1,20,747 | 1,61,434 | 34,129 | 28,740 | 6,55,904 | 5,93,422 |
| 25 | | Average rate per ton per mile, pies | | 2·91 | 2·84 | 4·36 | 4·67 | 3·92 | 4·03 |
| 26 | Revenue stores including coal and materials for construction. | Tons | | 184,417 | 189,138 | 136,662 | 211,795 | 312,314 | 319,431 |
| 27 | | Earnings | Rs. | 2,59,888 | 1,71,930 | 2,71,130 | 3,92,705 | 1,12,726 | 1,10,172 |
| 28 | | Average rate per ton per mile, pies | | 3·00 | 2·75 | 2·81 | 2·80 | 4·00 | 4·45 |
| 29 | Total goods | Tons* | | 1,207,002 | 746,062 | 1,365,462 | 1,012,440 | 743,915 | 703,340 |
| 30 | | Earnings† | Rs. | 67,32,030 | 41,01,556 | 1,19,79,224 | 83,12,052 | 23,69,348 | 20,04,533 |
| 31 | | Average rate per ton per mile, pies | | 7·10 | 7·55 | 6·29 | 6·18 | 6·57 | 6·45 |
| | **SUNDRIES.** | | | | | | | | |
| 32 | Electric telegraph | Earnings | Rs. | 27,290 | 18,143 | 35,644 | 28,043 | 13,632 | 10,618 |
| 33 | Steam-boat | Earnings | Rs. | ... | ... | ... | ... | ... | ... |
| 34 | Sundries | Earnings | Rs. | 1,82,920 | 1,29,593 | 1,64,406 | 2,84,684 | 1,39,926 | 1,09,447 |
| | **TOTAL.** | | | | | | | | |
| 35 | Grand total earnings | | Rs | 1,00,90,854 | 69,67,223 | 1,60,06,912 | 1,24,61,852 | 34,06,027 | 29,59,110 |
| 36 | Total working expenses | | Rs. | 39,30,738 | 36,60,311 | 68,12,487 | 63,44,918 | 13,41,267 | 12,95,521 |
| 37 | Net earnings | | Rs. | 61,60,116 | 33,06,912 | 91,94,425 | 61,16,934 | 20,64,760 | 16,63,589 |

* Including revenue stores but excluding live stock.

† Including all other items not detailed above.

**DIX 44—*continued.***

**Appendix 44.**
Earnings under different heads.

*railway (by systems) during each half-year of 1901.*

| 11 | | 3′ 3⅜″ 12 | | 13 | | 14 | | 15 | | 16 | | Serial No. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Madras. | | Bengal Dooars. | | Dibru-Sadiya. | | Assam-Bengal. | | Deoghur.‖ | | Bengal and North-Western. | | |
| 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | |
| 16,132 | 15,947 | 343 | 349 | 2,015 | 2,045 | 1,895 | 2,068 | ... | | 9,463 | 8,994 | 1 |
| 1,48,590 | 1,31,931 | 949 | 836 | 4,827 | 4,483 | 9,878 | 11,054 | ... | | 26,543 | 24,167 | 2 |
| 60,366 | 56,739 | 939 | 939 | 1,548 | 1,448 | 5,081 | 5,279 | ... | | 15,343 | 16,632 | 3 |
| 2,01,623 | 1,68,340 | 1,431 | 1,272 | 1,971 | 1,731 | 10,706 | 12,617 | ... | | 25,595 | 25,093 | 4 |
| 10,344 | 8,857 | 782 | 1,761 | ... | ... | 2,579 | 2,515 | ... | | 51,173 | 61,185 | 5 |
| 21,420 | 20,574 | 412 | 772 | ... | ... | 2,780 | 2,917 | ... | | 36,844 | 41,467 | 6 |
| 5,895,190 | 5,677,916 | 146,490 | 164,718 | 151,902 | 130,943 | 943,393 | 777,524 | 328,890 | | 4,777,584 | 4,859,771 | 7 |
| 23,66,949 | 23,90,062 | 35,842 | 41,778 | 58,134 | 45,772 | 5,77,391 | 4,53,668 | 43,324 | | 17,26,876 | 18,87,303 | 8 |
| 270,960 | 341,140 | ... | ... | ... | ... | ... | ... | ... | | 34,320 | 31,360 | 9 |
| 8,890 | 17,374 | ... | ... | ... | ... | ... | ... | ... | | 609 | 566 | 10 |
| 6,252,992 | 6,100,599 | 148,554 | 167,767 | 155,465 | 134,436 | 952,948 | 787,386 | 328,890 | | 4,887,883 | 4,977,942 | 11 |
| 27,47,472 | 27,28,281 | 38,634 | 44,658 | 64,932 | 51,986 | 6,00,755 | 4,80,256 | 43,324 | | 18,16,467 | 19,78,596 | 12 |
| 2,01,576 | 1,86,993 | 2,855 | 4,910 | 3,966 | 4,073 | 13,276 | 12,114 | ... | | 39,329 | 37,215 | 13 |
| 1,34,022 | 1,01,506 | 1,345 | 1,561 | 1,539 | 1,327 | 8,636 | 9,331 | ... | | 36,410 | 28,704 | 14 |
| 1,07,108 | 87,469 | 898 | 714 | 5,189 | 4,848 | 14,159 | 15,348 | ... | | 43,201 | 36,483 | 15 |
| 31,90,178 | 31,04,249 | 43,732 | 51,843 | 7,956,2 | 62,234 | 6,36,826 | 5,17,049 | 43,324 | | 19,35,407 | 20,80,998 | 16 |
| 790,371 | 748,740 | 22,830 | 46,340 | 40,196 | 32,753 | 67,286 | 98,351 | 356,660 | | 621,020 | 403,128 | 17 |
| 41,64,073 | 38,07,999 | 89,897 | 2,37,717 | 1,64,024 | 1,66,580 | 3,28,992 | 4,14,741 | 4,657 | | 26,66,138 | 16,08,317 | 18 |
| 6·91 | 7·01 | 23·47 | 25·32 | § 39·08 | §39·32 | 6·70 | 6·44 | ... | | 6·28 | 5·72 | 19 |
| 1,859 | 2,025 | ... | ... | ... | ... | 82 | 33 | ... | | ... | ... | 20 |
| 44,730 | 55,505 | ... | ... | ... | ... | 421 | 750 | ... | | ... | ... | 21 |
| 21·28 | 26·13 | ... | ... | ... | ... | 15·13 | 20·59 | ... | | ... | ... | 22 |
| 278,341 | 263,905 | 1,036 | 2,920 | 258,255 | 237,416 | 5,548 | 7,666 | ... | | 32,710 | 10,438 | 23 |
| 6,91,548 | 6,72,983 | 3,044 | 5,902 | 258,639 | 2,25,103 | 11,540 | 19,780 | ... | | 57,952 | 16,825 | 24 |
| 4·04 | 4·18 | 25·01 | 9·75 | § 6·36 | §6·20 | 4·23 | 4·16 | ... | | 4·14 | 4·36 | 25 |
| 154,405 | 186,932 | 3,272 | 1,816 | 4,831 | 3,102 | 38,955 | 21,454 | ... | | 145,648 | 157,187 | 26 |
| 1,10,527 | 1,96,616 | 2,183 | 722 | 1,459 | 854 | 60,990 | 34,546 | ... | | 1,73,364 | 1,63,364 | 27 |
| 3·40 | 2·45 | 4·20 | 4·15 | §3·92 | §3·31 | 2·51 | 2·58 | ... | | 2·48 | 2·48 | 28 |
| 1,224,976 | 1,201,602 | 27,138 | 51,076 | 303,282 | 273,271 | 111,871 | 127,504 | 356,660 | | 799,378 | 57[illegible],753 | 29 |
| 50,58,388 | 47,72,565 | 95,906 | 2,44,879 | 4,24,653 | 3,92,965 | 4,06,612 | 4,73,840 | 4,657 | | 29,34,198 | 17,83,443 | 30 |
| 6·26 | 6·07 | 21·45 | 24·65 | § 9·39 | §9·63 | 5·34 | 5·74 | ... | | 5·77 | 5·09 | 31 |
| 11,364 | 10,102 | 446 | 758 | 5,766 | 5,030 | 6,467 | 8,034 | ... | | 19,338 | 14,940 | 32 |
| ... | ... | 8,176 | 6,859 | ... | ... | 10,302 | 9,290 | ... | | 3,57,889 | 2,84,153 | 33 |
| 1,56,500 | 2,10,517 | 12,534 | 22,176 | 18,922 | 13,676 | 28,869 | 36,962 | 313 | | 1,63,855 | 1,46,516 | 34 |
| 84,16,520 | 80,97,433 | 1,60,794 | 3,26,515 | 5,24,967 | 4,73,905 | 10,89,076 | 10,45,175 | 48,294 | | 54,10,687 | 43,10,050 | 35 |
| 42,99,487 | 42,67,893 | 96,239 | 1,45,732 | 2,62,599 | 2,51,821 | 8,23,086 | 8,54,512 | 29,677 | | 22,06,213 | 21,27,897 | 36 |
| 42,17,033 | 38,29,540 | 64,555 | 1,80,783 | 2,62,368 | 2,22,084 | 2,65,990 | 1,90,663 | 18,617 | | 32,04,474 | 21,82,153 | 37 |

§ Excluding Ledo and Tikak-Margherita colliery.

‖ Yearly figures are shown.

*P. T. O.*

## Appendix 44.
Earnings under different heads.

APPEN

*Gross earnings under different heads of each*

| Serial No. | GAUGE. | | 3′ 3⅜″ | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CLASS: No. | | 17 | | 18 | | 19 | |
| | Railway.) | | Rohilkund and Kumaon. | | Jodhpur and Bikaner. | | Udaipur-Chitor. | |
| | Particulars. | | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. |
| | **COACHING.** | | | | | | | |
| 1 | 1st class | Number | 2,422 | 3,344 | 1,351 | 1,515 | 257 | 233 |
| 2 | | Earnings Rs. | 16,831 | 23,395 | 7,307 | 12,073 | 1,268 | 1,309 |
| 3 | 2nd class | Number | 9,780 | 10,056 | 8,844 | 8,888 | 633 | 672 |
| 4 | | Earnings Rs. | 31,685 | 34,191 | 19,820 | 22,142 | 1,687 | 1,820 |
| 5 | 3rd or Intermediate class | Number | 6,676 | 7,364 | 12,958 | ... | 1,220 | 1,295 |
| 6 | | Earnings Rs. | 5,696 | 6,048 | 4,767 | ... | 1,060 | 963 |
| 7 | 4th or Lowest class | Number | 783,219 | 938,171 | 712,889 | 732,968 | 95,463 | 89,344 |
| 8 | | Earnings Rs. | 3,08,031 | 3,03,378 | 3,68,665 | 4,05,863 | 45,036 | 42,304 |
| 9 | Season tickets of all classes | Number | ... | ... | ... | ... | 200 | ... |
| 10 | | Earnings Rs. | ... | ... | ... | ... | 75 | ... |
| 11 | Total passengers | Number | 802,097 | 958,935 | 736,042 | 743,371 | 97,773 | 91,544 |
| 12 | | Earnings Rs. | 3,62,243 | 3,67,012 | 4,00,539 | 4,40,078 | 49,126 | 46,396 |
| 13 | Parcels | Earnings Rs. | 11,243 | 14,836 | 17,262 | 17,450 | 1,526 | 1,265 |
| 14 | Luggage | Earnings Rs. | 15,979 | 12,927 | 15,872 | 13,577 | 1,294 | 1,273 |
| 15 | Other coaching traffic | Earnings Rs. | 17,131 | 18,575 | 15,231 | 14,546 | 1,455 | 1,276 |
| 16 | Total coaching traffic | Earnings Rs. | 4,06,596 | 4,13,350 | 4,48,924 | 4,85,651 | 53,401 | 50,210 |
| | **GOODS.** | | | | | | | |
| 17 | General merchandise | Tons | 187,229 | 158,026 | 165,435 | 144,399 | 13,479 | 12,968 |
| 18 | | Earnings Rs. | 5,12,948 | 3,78,307 | 5,24,652 | 6,14,501 | 58,463 | 54,714 |
| 19 | | Average rate per ton per mile, pies | 7·76 | 7·25 | 8·46 | 8·32 | 14·85 | 13·75 |
| 20 | Military stores | Tons | 763 | 2,227 | 7 | 110 | 7 | 4 |
| 21 | | Earnings Rs. | 3,187 | 6,279 | 156 | 1,782 | 82 | 36 |
| 22 | | Average rate per ton per mile, pies | 13·71 | 17·69 | 21·03 | 17·75 | 33·76 | 28·56 |
| 23 | Coal for the public and for foreign railways. | Tons | 380 | 157 | 7,502 | 5,568 | 7 | ... |
| 24 | | Earnings Rs. | 430 | 204 | 10,059 | 9,216 | 14 | ... |
| 25 | | Average rate per ton per mile, pies | 3·55 | 3·30 | 4·27 | 4·17 | 5·29 | ... |
| 26 | Revenue stores, including coal and materials for construction. | Tons | 23,827 | 17,014 | 44,591 | 47,883 | 1,100 | 582 |
| 27 | | Earnings Rs. | 15,627 | 12,083 | 50,095 | 37,333 | 1,046 | 703 |
| 28 | | Average rate per ton per mile, pies | 2·45 | 2·45 | 4·26 | 4,00 | 3·89 | 3·39 |
| 29 | Total goods | Tons* | 212,199 | 177,424 | 217,545 | 197,960 | 14,593 | 13,554 |
| 30 | | Earnings† Rs. | 5,41,086 | 3,96,441 | 5,87,341 | 6,65,692 | 60,513 | 56,325 |
| 31 | | Average rate per ton per mile, pies | 7·42 | 6·83 | 7·71 | 7·79 | 14·06 | 13·45 |
| | **SUNDRIES.** | | | | | | | |
| 32 | Electric telegraph | Earnings Rs. | 4,679 | 3,160 | 16,250 | 17,077 | 308 | 531 |
| 33 | Steam-boat | Earnings Rs. | ... | ... | ... | ... | ... | ... |
| 34 | Sundries | Earnings Rs. | 46,241 | 12,144 | 4,081 | 13,338 | 405 | 481 |
| | **TOTAL.** | | | | | | | |
| 35 | Grand total earnings | Rs. | 9,98,602 | 8,25,095 | 10,56,596 | 11,81,658 | 1,14,627 | 1,07,547 |
| 36 | Total working expenses | Rs | 3,87,541 | 4,48,077 | 6,86,817 | 5,57,337 | 65,587 | 62,477 |
| 37 | Net earnings | Rs. | 6,11,061 | 3,77,018 | 3,69,779 | 6,24,321 | 49,040 | 45,070 |

* Including revenue stores, but excluding live stock.

† Including all other items not detailed above.

DIX 44—*continued.*

Appendix 44.
Earnings under different heads.

*railway (by systems) during each half-year of 1901.*

| 3′ 3⅜″ | | | | | | | | 2′ 6″ | | Serial No. |
|---|---|---|---|---|---|---|---|---|---|---|
| 20 | | 21 | | 23 | | 24 | | 25 | | |
| Bhavnagar-Gondal-Junagad-Porbandar. | | Southern Mahratta. | | South Indian. | | Burma. | | Morvi. | | |
| 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | |
| 3,806 | 2,986 | 8,066 | 7,702 | 8,566 | 8,675 | 12,591 | 12,686 | 826 | 1,023 | 1 |
| 10,626 | 7,983 | 45,423 | 45,280 | 45,213 | 42,352 | 66,243 | 65,894 | 3,416 | 3,425 | 2 |
| 27,136 | 19,804 | 31,072 | 27,385 | 46,717 | 48,663 | 80,583 | 73,511 | 5,310 | 4,876 | 3 |
| 33,292 | 24,795 | 70,500 | 63,173 | 81,366 | 88,045 | 1,39,490 | 1,18,013 | 10,678 | 9,056 | 4 |
| 24,340 | 20,850 | ... | ... | ... | ... | ... | ... | ... | ... | 5 |
| 23,031 | 20,556 | ... | ... | ... | ... | ... | ... | ... | ... | 6 |
| 950,206 | 774,182 | 3,135,264 | 2,700,833 | 6,803,904 | 6,412,243 | 5,958,404 | 5,417,621 | 147,316 | 143,239 | 7 |
| 4,67,947 | 3,91,142 | 13,37,765 | 11,39,309 | 24,24,325 | 24,31,922 | 25,94,149 | 21,08,414 | 1,07,190 | 93,127 | 8 |
| 9,600 | 9,280 | 9,640 | 7,400 | 137,920 | 187,040 | 40,400 | 54,840 | ... | ... | 9 |
| 780 | 540 | 979 | 836 | 5,229 | 9,695 | 4,508 | 5,933 | ... | ... | 10 |
| 1,015,097 | 8,27,102 | 3,184,042 | 2,743,320 | 6,997,107 | 6,656,621 | 6,091,978 | 5,558,658 | 153,452 | 149,138 | 11 |
| 5,35,676 | 4,45,015 | 14,54,667 | 12,48,598 | 23,56,133 | 25,72,014 | 28,04,190 | 22,98,254 | 1,21,284 | 1,05,608 | 12 |
| 15,432 | 10,560 | 83,645 | 87,632 | 69,339 | 78,780 | 47,828 | 50,412 | 6,045 | 3,321 | 13 |
| 8,728 | 7,397 | 50,667 | 45,389 | 26,979 | 26,808 | 44,979 | 32,625 | 2,301 | 2,117 | 14 |
| 17,844 | 16,600 | 58,996 | 63,342 | 48,056 | 47,506 | 49,529 | 60,665 | 5,229 | 6,311 | 15 |
| 5,77,680 | 4,79,572 | 16,47,975 | 14,44,961 | 27,00,507 | 27,25,108 | 29,46,726 | 24,47,956 | 1,34,859 | 1,17,357 | 16 |
| 134,673 | 94,895 | 447,000 | 354,098 | 485,445 | 515,736 | 623,913 | 461,750 | 18,185 | 8,499 | 17 |
| 5,05,801 | 2,70,494 | 25,01,343 | 19,18,612 | 21,92,628 | 23,22,846 | 32,27,196 | 23,89,250 | 66,855 | 30,988 | 18 |
| 11·69 | 11·43 | 7·68 | 8·25 | 9·41 | 8·30 | 7·95 | 8·74 | 11·64 | 10·79 | 19 |
| ... | 3 | 1,331 | 377 | 560 | 221 | 536 | 641 | 7 | 34 | 20 |
| 1 | 48 | 12,851 | 6,464 | 11,086 | 7,603 | 12,804 | 13,749 | 81 | 252 | 21 |
| 33·00 | 2·33 | 15·27 | 15·72 | 24·83 | 27·96 | 14·34 | 13·53 | 28·23 | 18·74 | 22 |
| 64 | 27 | 1,380 | 832 | 5,476 | 9,126 | 120 | 3 | 53 | 108 | 23 |
| 155 | 72 | 8,785 | 4,002 | 8,734 | 15,397 | 85 | 64 | 202 | 372 | 24 |
| 4·91 | 0·92 | 3·67 | 5·60 | 4 88 | 6·67 | 20·03 | 10·27 | 14·36 | 9·92 | 25 |
| 9,058 | 5,925 | 79,163 | 81,739 | 269,212 | 318,376 | 148,541 | 234,458 | 1,560 | 139 | 26 |
| 5,751 | 5,503 | 1,88,053 | 1,83,724 | 66,719 | 65,949 | 2,15,442 | 2,66,574 | 1,540 | 227 | 27 |
| 2·05 | 1·96 | 2·70 | 2·53 | 2 49 | 2·43 | 2·36 | 2·36 | 4·37 | 7·41 | 28 |
| 143,795 | 100,850 | 528,874 | 437,046 | 760,693 | 843,459 | 773,110 | 696,852 | 19,805 | 8,780 | 29 |
| 5,13,098 | 2,77,092 | 27,29,265 | 21,28,807 | 22,97,977 | 24,30,929 | 35,38,266 | 27,35,203 | 69,130 | 32,085 | 30 |
| 11,13 | 10·46 | 6·85 | 6·9 | 8 77 | 7·86 | 7·10 | 7·06 | 11·31 | 10·86 | 31 |
| 8,058 | 5,526 | 12,798 | 10,948 | 12,645 | 11,996 | 14,525 | 12,203 | 2,292 | 2,042 | 32 |
| ... | ... | ... | ... | ... | ... | 21,695 | 18,654 | ... | ... | 33 |
| 20,205 | 15,044 | 63,897 | 73,644 | 1,10,910 | 1,45,222 | 77,572 | 72,528 | 388 | 510 | 34 |
| 11,19,041 | 7,77,234 | 44,53,935 | 36,58,360 | ‡51,67,810 | ‡53,58,108 | 65,98,784 | 52,86,544 | 2,06,669 | 1,51,994 | 35 |
| 5,54,402 | 5,31,367 | 28,84,213 | 28,31,168 | 23,34,312 | 25,94,983 | 34,52,710 | 34,42,963 | 1,26,572 | 1,06,557 | 36 |
| 5,64,639 | 2,45,867 | 15,69,722 | 8,27,192 | 28,33,498 | 27,63,175 | 31,46,074 | 18,43,581 | 80,097 | 45,437 | 37 |

‡ Including Káraikkal-Peralam and Pondicherry railways, details for which are not available.

P. T. O.

## Appendix 44.
Earnings under different heads.

APPEN

*Gross earnings under different heads of each*

| Serial No. | | | GAUGE. | 2′ 6″ | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | CLASS: No. | 26 | | 27 | | 28 | |
| | | | Railway.) | Bársi. | | Tárakeshwar-Magra. | | Ránaghat-Krishnagar. | |
| | | | Particulars. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. |
| | | | **COACHING.** | | | | | | |
| 1 | 1st class | Number | | 280 | 227 | ... | ... | 227 | 265 |
| 2 | | Earnings | Rs. | 764 | 602 | ... | ... | 289 | 324 |
| 3 | 2nd class | Number | | ... | ... | ... | ... | ... | ... |
| 4 | | Earnings | Rs. | ... | ... | ... | ... | ... | ... |
| 5 | 3rd or Intermediate class | Number | | ... | ... | ... | ... | 11,600 | 12,142 |
| 6 | | Earnings | Rs. | ... | ... | ... | ... | 4,269 | 4,368 |
| 7 | 4th or Lowest class | Number | | 42,525 | 34,309 | 222,611 | 196,363 | 103,035 | 98,877 |
| 8 | | Earnings | Rs. | 13,758 | 11,097 | 37,252 | 33,973 | 29,233 | 26,467 |
| 9 | Season tickets of all classes | Number | | ... | ... | ... | ... | ... | ... |
| 10 | | Earnings | Rs. | ... | ... | ... | ... | ... | ... |
| 11 | Total passengers | Number | | 42,805 | 34,536 | 222,611 | 196,363 | 114,862 | 111,284 |
| 12 | | Earnings | Rs. | 14,522 | 11,699 | 37,252 | 33,973 | 33,791 | 31,159 |
| 13 | Parcels | Earnings | Rs. | 623 | 486 | ... | ... | ... | ... |
| 14 | Luggage | Earnings | Rs. | 364 | 292 | ... | ... | ... | ... |
| 15 | Other coaching traffic | Earnings | Rs. | 48 | 49 | ... | ... | 1,010 | 1,304 |
| 16 | Total Coaching traffic | Earnings | Rs. | 15,557 | 12,526 | 37,252 | 33,973 | 34,801 | 32,463 |
| | | | **GOODS.** | | | | | | |
| 17 | | Tons | | 37,937 | 16,378 | ... | ... | ... | ... |
| 18 | General merchandise | Earnings | Rs. | 95,499 | 41,586 | ... | ... | ... | ... |
| 19 | | Average rate per ton per mile, pies | | 21·97 | 22·17 | ... | ... | ... | ... |
| 20 | | Tons | | 4 | 3 | ... | ... | ... | ... |
| 21 | Military stores | Earnings | Rs. | 13 | 10 | ... | ... | ... | ... |
| 22 | | Average rate per ton per mile, pies | | 33·44 | 29·45 | ... | ... | ... | ... |
| 23 | | Tons | | 1 | 11 | ... | ... | ... | ... |
| 24 | Coal for the public and for foreign railways. | Earnings | Rs. | 3 | 14 | ... | ... | ... | ... |
| 25 | | Average rate per ton per mile, pies | | 19·35 | 11·11 | ... | ... | ... | ... |
| 26 | | Tons | | 90 | ... | ... | ... | ... | ... |
| 27 | Revenue stores, including coal and materials for construction. | Earnings | Rs. | 49 | ... | ... | ... | ... | ... |
| 28 | | Average rate per ton per mile, pies | | 4·80 | ... | ... | ... | ... | ... |
| 29 | | Tons* | | 38,032 | 16,392 | 3,811 | 5,247 | ... | ... |
| 30 | Total goods | Earnings† | Rs. | 95,554 | 41,990 | 4,709 | 6,108 | 608 | 449 |
| 31 | | Average rate per ton per mile, pies | | 21·93 | 22·37 | ... | ... | ... | ... |
| | | | **SUNDRIES.** | | | | | | |
| 32 | Electric telegraph | Earnings | Rs. | 112 | 59 | 195 | 170 | ... | ... |
| 33 | Steam-boat | Earnings | Rs | ... | ... | ... | ... | ... | ... |
| 34 | Sundries | Earnings | Rs. | 1,112 | 1,328 | 332 | 411 | 570 | 226 |
| | | | **TOTAL.** | | | | | | |
| 35 | Grand total earnings | | Rs. | 1,12,335 | 55,903 | 42,488 | 40,661 | 35,979 | 33,138 |
| 36 | Total working expenses | | Rs. | 50,265 | 38,385 | 29,220 | 29,184 | 28,008 | 25,924 |
| 37 | Net earnings | | Rs. | 62,070 | 17,518 | 13,268 | 11,477 | 7,971 | 7,214 |

* Including revenue stores, but excluding live stock.

† Including all other items not detailed above.

**DIX 44—*concluded.***

**Appendix 44.**
Earnings under different heads.

*railway (by systems) during each half-year of 1901.*

| 2′ 6″ | | 2′ 0″ | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 29 | | 30 | | 31 | | 32 | | 33 | | |
| Tezpur-Bálipárá. | | Darjeeling-Himalayan. | | Howrah-Amta. | | Howrah-Sheakhala. | | Jorhát. | | Serial No. |
| 1st half | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | |
| ... | ... | 2,331 | 2,053 | 210 | 246 | 161 | 142 | ... | ... | 1 |
| ... | ... | 31,434 | 27,118 | 265 | 309 | 167 | 149 | ... | ... | 2 |
| ... | ... | 6,624 | 6,487 | ... | ... | ... | ... | ... | ... | 3 |
| ... | ... | 40,577 | 44,586 | ... | ... | ... | ... | ... | ... | 4 |
| ... | ... | ... | ... | 15,894 | 14,484 | 6,924 | 7,291 | ... | ... | 5 |
| ... | ... | ... | ... | 6,460 | 5,689 | 2,122 | 2,303 | ... | ... | 6 |
| 61,906 | 54,077 | 25,177 | 31,195 | 384,434 | 347,136 | 147,356 | 140,440 | 40,878 | 35,254 | 7 |
| 17,346 | 14,139 | 51,160 | 57,692 | 1,20,303 | 1,04,585 | 34,732 | 32,670 | 8,107 | 6,627 | 8 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 9 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 10 |
| 61,906 | 54,077 | 34,132 | 39,735 | 400,538 | 361,866 | 154,441 | 147,873 | 40,878 | 35,254 | 11 |
| 17,346 | 14,139 | 1,23,171 | 1,29,396 | 1,27,028 | 1,10,583 | 37,021 | 35,122 | 8,107 | 6,627 | 12 |
| ... | ... | 16,014 | 18,686 | ... | ... | ... | ... | ... | ... | 13 |
| ... | ... | 15,789 | 23,804 | ... | ... | ... | ... | ... | ... | 14 |
| ... | ... | 7,437 | 7,694 | 852 | 762 | 348 | 269 | ... | ... | 15 |
| 17,346 | 14,139 | 1,62,411 | 1,79,580 | 1,27,880 | 1,11,345 | 37,369 | 35,391 | 8,107 | 6,627 | 16 |
| ... | ... | 12,621 | 13,130 | ... | ... | ... | ... | ... | ... | 17 |
| ... | ... | 1,83,335 | 2,08,311 | ... | ... | ... | ... | ... | ... | 18 |
| ... | ... | 5·26 | 5·75 | ... | ... | ... | ... | ... | ... | 19 |
| ... | ... | 57 | 40 | ... | ... | ... | ... | ... | ... | 20 |
| ... | ... | 1,806 | 1,318 | ... | ... | ... | ... | ... | ... | 21 |
| ... | ... | 11·23 | 10·88 | ... | ... | ... | ... | ... | ... | 22 |
| ... | ... | 919 | 393 | ... | ... | ... | ... | ... | ... | 23 |
| ... | ... | 8,392 | 3,749 | ... | ... | ... | ... | ... | ... | 24 |
| ... | ... | 3·20 | 3·35 | ... | ... | ... | ... | ... | ... | 25 |
| ... | ... | 2,387 | 1,522 | ... | ... | ... | ... | ... | ... | 26 |
| ... | ... | 12,306 | 7,200 | ... | ... | ... | ... | ... | ... | 27 |
| ... | ... | 41·60 | 38·28 | ... | ... | ... | ... | ... | ... | 28 |
| 2,418 | 7,551 | 15,984 | 15,085 | ... | ... | ... | ... | 5,365 | 6,563 | 29 |
| 14,618 | 30,877 | 2,08,501 | 2,26,215 | 10,334 | 10,505 | 2,598 | 3,075 | 28,724 | 38,377 | 30 |
| ... | ... | 60·76 | ... | ... | ... | ... | ... | 69·31 | 83·39 | 31 |
| 906 | 735 | 1,596 | 1,580 | ... | ... | ... | ... | 183 | 221 | 32 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 33 |
| 3,084 | 2,135 | 2,969 | 5,089 | 257 | 214 | 75 | 72 | 555 | 390 | 34 |
| 35,954 | 47,886 | 3,75,477 | 4,12,464 | 1,38,471 | 1,22,064 | 40,042 | 38,538 | 37,569 | 45,615 | 35 |
| 33,040 | 33,902 | 2,48,855 | 2,25,468 | 77,659 | 68,789 | 29,168 | 26,246 | 52,721 | 34,637 | 36 |
| 2,914 | 13,984 | 1,26,622 | 1,86,996 | 60,812 | 53,275 | 10,874 | 12,292 | —15,152 | 10,978 | 37 |

## Appendix 45.
Expenses under different heads.

APPEN

*Working expenses under different heads of each railway*

| | No. | GAUGE. | 5′ 6″ | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | CLASSIFICATION NUMBER. | 1 | | 2 | | 3 | |
| | | Railway. | East Indian. | | Eastern Bengal State. | | Bengal Central. | |
| | | Particulars. | 1st half. | 2nd half. | 1st half | 2nd half. | 1st half. | 2nd half. |
| Engineering. | 1 | General Superintendence . . . . . Rs. | 4,26,963 | 4,23,408 | 1,52,230 | 1,47,661 | 14,379 | 13,643 |
| | 2 | Maintenance of permanent-way { Wages . . . . . ,, | 5,15,612 | 5,10,129 | 2,06,360 | 2,07,876 | 19,155 | 20,237 |
| | | { Materials . . . . . ,, | 12,39,262 | 13,36,107 | 2,26,298 | 1,70,904 | 41,611 | 45,144 |
| | 3 | Repairs of bridges, etc. . . . . ,, | 1,88,601 | 1,55,302 | 32,817 | 1,03,993 | 4,723 | 2,706 |
| | 4 | Conservancy of rivers . . . . . ,, | ... | ... | 142 | 153 | 20 | ... |
| | 5 | Repairs of stations and buildings . . . . . ,, | 5,59,624 | 6,50,805 | 1,02,623 | 1,57,055 | 10,603 | 8,920 |
| | 6 | TOTAL* . ,, | 32,34,177 | 33,25,497 | §9,92,131 | §8,74,790 | 89,870 | 92,223 |
| Locomotive. | 7 | General Superintendence . . . . . ,, | 2,93,131 | 3,06,694 | 78,359 | 78,596 | 7,018 | 7,312 |
| | 8 | Wages of drivers and firemen, fuelling, cleaning engines, etc. . . . . ,, | 10,94,156 | 11,02,657 | 1,83,368 | 2,06,531 | 13,349 | 15,068 |
| | 9 | Fuel . . . . . ,, | 4,53,552 | 4,53,157 | 2,87,595 | 3,17,763 | 22,846 | 31,072 |
| | 10 | Water . . . . . ,, | 53,866 | 50,506 | 18,681 | 20,048 | 1,953 | 1,871 |
| | 11 | Oil, tallow and other stores . . . . . ,, | 1,90,166 | 1,95,482 | 31,109 | 36,936 | 2,749 | 2,570 |
| | 12 | Maintenance and renewal of { Loco. engines . . . . . ,, | 9,77,435 | 11,18,867 | 1,69,899 | 5,36,310 | 27,324 | 21,481 |
| | | { Machinery . . . . . ,, | 81,222 | 1,19,340 | 45,921 | 36,004 | 587 | 592 |
| | 13 | TOTAL* . ,, | 36,10,130 | 39,57,053 | §9,09,944 | §13,25,356 | 79,404 | 82,074 |
| Carriage and Wagon. | 14 | General Superintendence . . . . . ,, | 71,505 | 65,440 | 41,524 | 40,610 | 3,481 | 3,607 |
| | 15 | Repairs and renewal of { Coaching vehicles . . . . . ,, | 2,22,166 | 2,14,580 | 2,58,552 | 1,14,024 | 3,817 | 6,808 |
| | | { Goods ,, . . . . . ,, | 6,36,987 | 7,38,848 | 1,44,756 | 2,38,860 | 2,174 | 6,357 |
| | | { Machinery . . . . . ,, | 1,607 | 12,372 | 5,553 | 6,949 | 336 | 128 |
| | 16 | Cleaning and oiling . . . . . ,, | 1,11,440 | 1,14,572 | 42,306 | 44,794 | 3,426 | 3,705 |
| | 17 | TOTAL* . ,, | 10,56,650 | 11,63,496 | §5,04,790 | §4,53,846 | 13,339 | 20,633 |
| Traffic. | 18 | General Superintendence . . . . . ,, | 3,08,558 | 3,15,859 | 1,37,461 | 1,40,736 | 10,797 | 11,827 |
| | 19 | Station staff . . . . . ,, | 12,24,209 | 11,77,382 | 4,98,572 | 5,51,802 | 29,722 | 43,597 |
| | 20 | Train staff . . . . . ,, | 5,28,792 | 5,31,183 | 1,03,495 | 1,05,007 | 5,794 | 6,773 |
| | 21 | Fuel, lighting and general stores . . . . . ,, | 2,76,662 | 2,21,458 | 1,03,093 | 94,909 | 5,931 | 6,911 |
| | 22 | Clothing . . . . . ,, | 27,562 | 22,278 | 8,351 | 6,097 | 522 | 12 |
| | 23 | Printing, stationery and tickets . . . . . ,, | 98,450 | 1,23,870 | 23,989 | 39,558 | 7,048 | 6,054 |
| | 24 | Charges for delivery and collection of goods . . . . . ,, | 4,529 | 4,428 | 1,715 | 1,319 | ... | ... |
| | 25 | TOTAL* . ,, | 25,18,205 | 24,46,946 | §9,07,585 | §9,56,721 | 62,480 | 77,890 |
| General. | 26 | Home expenditure or General administration . . . . . ,, | 1,87,809 | 1,85,964 | 34,115 | ... | 20,078 | 19,390 |
| | 27 | Agent's Office . . . . . ,, | 55,835 | 59,274 | 45,462 | 64,438 | 13,334 | 13,378 |
| | 28 | Audit, accounts and pay office . . . . . ,, | 2,41,812 | 2,44,665 | 95,482 | 1,03,031 | 17,158 | 17,247 |
| | 29 | Stores Department . . . . . ,, | 85,772 | 77,536 | 7,895 | 12,502 | 2,321 | 1,878 |
| | 30 | Medical Department . . . . . ,, | 74,034 | 70,477 | 25,123 | 26,085 | 1,422 | 1,683 |
| | 31 | Rents and Miscellaneous . . . . . ,, | 1,13,880 | 1,12,583 | 26,893 | 2,34,986 | 9,659 | 9,287 |
| | 32 | Police . . . . . ,, | 99,093 | 1,02,410 | 19,662 | 21,478 | 4,556 | 4,746 |
| | 33 | Advertising . . . . . ,, | 4,167 | 5,028 | 1,741 | 2,465 | 278 | 782 |
| | 34 | Electric telegraph . . . . . ,, | 3,01,346 | 3,25,836 | 1,14,450 | 1,17,263 | 9,920 | 9,698 |
| | 35 | TOTAL* . ,, | 11,64,787 | 11,87,881 | §3,75,038 | §3,79,838 | 78,729 | 78,089 |
| Miscellaneous. | 36 | Law charges . . . . . ,, | 8,342 | 20,176 | 1,968 | 3,402 | 1,172 | 1,112 |
| | 37 | Compensation . . . . . ,, | 32,053 | 60,550 | 44,492 | 36,117 | 81 | 871 |
| | 38 | Rates and taxes . . . . . ,, | 48,123 | 48,541 | 15,246 | 19,199 | 2,072 | 1,889 |
| | 39 | Payments to other lines . . . . . ,, | 7,58,131 | 3,69,628 | ... | 85,963 | 30,985 | 41,523 |
| | 40 | TOTAL* . ,, | 9,63,314 | 5,76,986 | §1,38,489 | §2,28,833 | 37,887 | 49,691 |
| | 41 | Steam-boat service . . . . . ,, | 1,11,958 | 90,245 | 2,09,091 | 2,51,708 | ... | ... |
| | | GRAND TOTAL WORKING EXPENSES . . . . ,, | †1,27,87,867 | †1,29,73,342 | 40,37,068 | 44,71,092 | 3,61,709 | 4,00,600 |

* Includes all other items of expenditure not enumerated.
† Includes special contribution to Provident Fund.
§ Including the Cooch Behar State railway, details for which are not given.

# DIX 45.

*(by systems) during each half-year of 1901.*

# Appendix 45.
Expenses under different heads.

5' 6"

| 4 | | 5 | | 6 | | 7 | | 8 | | No. |
|---|---|---|---|---|---|---|---|---|---|---|
| Bengal-Nágpur. | | Calcutta Port Commissioners'. | | Oudh and Rohilkhand State. | | North Western State. | | Great Indian Peninsula (*a*) to (*h*). | | |
| 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. ** | 2nd half. | 1st half. | 2nd half. | |
| 1,69,796 | 1,57,782 | 3,892 | 5,854 | 1,49,213 | 1,50,934 | 4,89,155 | 5,02,891 | 3,20,979 | 3,34,428 | 1 |
| 2,67,129 | 2,50,760 | 5,612 | 6,470 | 1,47,446 | 1,63,975 | 7,85,194 | 7,62,585 | 4,92,224 | 4,92,973 | 2 |
| 1,43,137 | 1,72,237 | 2,758 | 8,650 | 2,26,029 | 2,42,774 | 1,50,082 | 5,59,262 | 7,77,546 | 6,03,315 | 2 |
| 1,04,535 | 1,88,678 | 1,136 | 1,924 | 77,328 | 1,85,650 | 2,33,316 | 3,26,040 | 2,57,803 | 2,58,117 | 3 |
| ... | ... | ... | ... | 4,460 | 4,446 | 1,18,268 | 23,328 | ... | ... | 4 |
| 1,22,963 | 80,565 | 826 | 547 | 1,18,579 | 97,496 | 3,35,997 | 3,60,379 | 2,21,248 | 2,00,827 | 5 |
| 8,49,370 | 9,29,697 | 15,171 | 24,548 | 7,84,680 | 9,15,901 | 25,87,271 | 28,40,187 | ‖22,30,173 | ‖20,72,435 | 6 |
| 1,01,142 | 1,08,741 | ... | ... | 69,739 | 69,226 | 2,55,794 | 2,97,349 | 2,49,945 | 2,49,860 | 7 |
| 2,45,129 | 2,47,182 | 6,068 | 7,403 | 1,12,145 | 1,24,762 | 6,60,457 | 6,73,561 | 11,63,705 | 10,51,749 | 8 |
| 1,68,850 | 1,52,989 | 2,821 | 5,914 | 4,75,407 | 4,39,422 | 19,60,158 | 18,05,554 | 17,81,501 | 15,66,508 | 9 |
| 25,966 | 22,771 | ... | ... | 11,713 | 14,040 | 86,799 | 85,913 | 1,46,412 | 1,16,931 | 10 |
| 46,192 | 40,140 | 1,111 | 723 | 32,824 | 32,035 | 1,37,814 | 1,43,514 | 1,84,620 | 1,60,709 | 11 |
| 1,73,997 | 2,24,354 | 16,626 | 17,147 | 1,52,422 | 1,57,201 | 12,90,631 | 10,77,648 | 15,04,205 | 16,40,700 | 12 |
| 13,815 | 17,352 | 69 | 209 | 11,896 | 14,640 | 85,72 | 1,02,433 | 79,852 | 86,398 | 12 |
| 9,40,909 | 9,86,537 | 26,695 | 31,396 | 10,07,857 | 9,79,476 | 48,36,911 | 46,52,531 | ‖¶55,75,485 | ‖¶53,02,751 | 13 |
| 20,385 | 22,834 | ... | ... | 14,942 | 15,220 | 76,319 | 54,987 | 77,432 | 78,033 | 14 |
| 49,134 | 1,15,257 | ... | ... | 86,335 | 1,32,420 | 2,48,261 | 3,46,673 | 3,93,698 | 4,72,158 | 15 |
| 75,562 | 99,643 | 16,626 | 17,147 | 71,526 | 54,604 | 9,74,332 | 3,80,422 | 5,06,302 | 5,86,649 | 15 |
| 2,681 | 3,763 | 69 | 209 | 3,123 | 4,290 | 13,618 | 15,808 | 27,662 | 40,042 | 15 |
| 67,569 | 81,566 | 1,917 | 1,447 | 40,368 | 38,779 | 1,33,459 | 1,30,861 | 1,75,915 | 1,72,440 | 16 |
| 2,17,385 | 3,31,319 | 18,612 | 18,803 | 2,18,805 | 2,47,438 | 14,67,445 | 9,38,294 | 11,85,135 | 13,52,391 | 17 |
| 1,04,190 | 1,02,795 | 11,001 | 14,319 | 80,640 | 81,358 | 2,19,176 | 2,29,339 | 1,99,750 | 2,05,304 | 18 |
| 2,34,056 | 2,31,887 | 54,095 | 49,405 | 2,77,211 | 2,78,077 | 8,58,375 | 9,15,258 | 8,86,587 | 8,29,020 | 19 |
| 69,748 | 72,947 | 5,146 | 6,081 | 84,832 | 89,307 | 2,92,301 | 3,13,613 | 4,67,267 | 4,39,537 | 20 |
| 67,168 | 71,797 | 974 | 667 | 73,380 | 86,145 | 2,21,412 | 1,86,811 | 2,20,864 | 2,50,482 | 21 |
| 325 | 7,446 | 650 | 91 | 4,868 | 11,231 | 20,035 | 35,386 | 13,484 | 13,342 | 22 |
| 49,663 | 58,623 | 4,414 | 5,151 | 33,430 | 35,155 | 74,442 | 83,422 | 1,09,164 | 1,11,812 | 23 |
| 1,194 | 897 | ... | ... | 1,290 | 1,290 | ... | 621 | 6,375 | 6,880 | 24 |
| 5,96,834 | 6,29,270 | 76,280 | 75,715 | 5,77,591 | 6,00,987 | 17,27,824 | 17,86,072 | ‖19,70,488 | ‖19,20,330 | 25 |
| 1,22,918 | 1,20,375 | ... | ... | 11,109 | 317 | 42,871 | ... | 1,80,785 | 1,82,181 | 26 |
| 43,464 | 38,176 | 4,864 | 5,548 | 25,363 | 26,731 | 60,511 | 61,288 | 74,499 | 71,292 | 27 |
| 96,792 | 91,039 | 1,000 | 1,000 | 78,154 | 81,023 | 1,95,924 | 1,95,667 | 2,45,107 | 2,40,604 | 28 |
| 20,475 | 18,020 | ... | ... | 18,229 | 18,758 | 47,550 | 55,063 | 70,988 | 71,264 | 29 |
| 27,167 | 26,160 | ... | ... | 13,350 | 13,192 | 49,343 | 49,527 | 43,268 | 42,212 | 30 |
| 30,805 | 41,400 | ... | ... | 23,146 | 34,394 | 55,669 | 66,662 | 58,861 | 68,104 | 31 |
| 20,837 | 27,421 | ... | ... | 18,432 | 19,039 | 72,468 | 76,639 | 94,776 | 97,223 | 32 |
| 2,499 | 1,886 | ... | ... | 1,295 | 2,121 | 3,452 | 5,184 | 2,390 | 3,769 | 33 |
| 1,21,559 | 1,26,920 | 1,722 | 1,985 | 76,363 | 78,766 | 2,78,866 | 2,82,363 | 2,89,203 | 2,82,570 | 34 |
| 4,86,605 | 4,91,720 | 13,443 | 8,533 | 2,65,512 | 2,74,462 | 8,08,119 | 7,92,711 | ‖10,65,354 | ‖10,67,812 | 35 |
| 809 | 737 | ... | ... | 564 | 95 | 243 | 71 | 7,340 | 2,150 | 36 |
| 1,907 | 8,766 | 1,586 | 827 | 3,707 | 9,429 | 28,012 | 15,016 | 62,586 | 64,606 | 37 |
| 7,052 | 10,132 | 2,261 | 3,668 | 1,881 | 2,218 | 21,938 | 31,677 | 27,878 | 39,771 | 38 |
| 1,33,743 | 1,23,467 | ... | 39 | 91,914 | 61,032 | 61,065 | 53,118 | 2,81,806 | 2,19,968 | 39 |
| 2,39,236 | 2,30,239 | 4,447 | 4,894 | 1,45,103 | 1,23,901 | 2,99,496 | 3,00,764 | ‖6,41,256 | ‖5,94,320 | 40 |
| ... | ... | ... | ... | ... | ... | 21,261 | 16,214 | ... | ... | 41 |
| 33,30,339 | 35,98,782 | 1,54,648 | 1,63,889 | 29,99,548 | 31,42,165 | ††1,16,69,653 | 1,13,26,773 | ‖1,26,67,893 | ‖1,23,14,840 | ... |

‖ Including the Gwalior Light railway, details for which are not given.
¶ Including the carriage and wagon expenses of the Gwalior Light railway as the figures cannot be separated.
** Including the Hyderabad-Shadipalli railway.
†† Excluding Rs. 78,687 on account of Hyderabad-Shadipalli railway, which have been included with the Jodhpur-Bikaner railway.

*P. T. O.*

## Appendix 45.

Expenses under different heads.

APPEN

*Working expenses under different heads of each railway*

| | No. | GAUGE. | 5′ 6″ | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | CLASSIFICATION NUMBER. | 9 | | | | 10 | |
| | | Railway. | Bombay, Baroda and Central India system. | | | | | |
| | | | Bombay, Baroda and Central India (*a*) to (*e*) and (*k*) and (*l*). | | Rajputana-Malwa (*f*) to (*j*). | | Nizam's Guaranteed State. | |
| | | Particulars. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. |
| Engineering. | 1 | General Superintendence . . . . Rs. | 1,25,985 | 1,14,803 | 1,96,886 | 2,02,837 | 90,149 | 91,699 |
| | 2 | Maintenance of permanent-way { Wages . „ | 1,88,583 | 1,87,304 | 2,86,131 | 3,19,968 | 1,25,883 | 1,16,657 |
| | | { Materials . „ | 4,85,423 | 2,26,528 | 7,61,647 | 3,83,537 | 57,142 | 1,53,743 |
| | 3 | Repairs of bridges, etc. . . . . „ | —2,58,283 | 90,515 | 2,38,147 | 1,63,314 | 23,803 | 39,592 |
| | 4 | Conservancy of rivers . . . . . „ | ... | ... | ... | ... | ... | 348 |
| | 5 | Repairs of stations and buildings . . . „ | 85,820 | 77,979 | 1,36,028 | 1,36,222 | 10,771 | 33,971 |
| | 6 | TOTAL * . „ | 6,95,820 | 7,55,092 | 17,27,323 | 13,06,499 | 3,50,521 | 3,16,181 |
| Locomotive. | 7 | General Superintendence . . . . „ | 93,016 | 86,900 | 1,48,982 | 1,57,297 | 49,481 | 50,835 |
| | 8 | Wages of drivers and firemen, fuelling, cleaning engines, etc. . . . . „ | 2,77,902 | 2,32,191 | 4,42,916 | 4,17,302 | 90,463 | 88,238 |
| | 9 | Fuel . . . . . „ | 7,41,559 | 4,90,838 | 11,72,352 | 8,74,748 | 1,24,648 | 1,09,882 |
| | 10 | Water . . . . . „ | 50,618 | 42,918 | 76,311 | 73,693 | 18,277 | 16,613 |
| | 11 | Oil, tallow and other stores . . . . „ | 54,569 | 46,143 | 85,617 | 81,430 | 17,488 | 16,754 |
| | 12 | Maintenance and renewal of { Locomotive engines . „ | 2,72,994 | 3,21,261 | 4,23,330 | 5,66,474 | 75,265 | 81,991 |
| | | { Machinery . . . „ | 26,558 | 26,862 | 42,883 | 49,002 | 9,836 | 6,007 |
| | 13 | TOTAL * . „ | 16,12,487 | 13,42,285 | 25,45,772 | 23,93,498 | 4,23,682 | 4,02,279 |
| Carriage and Wagon. | 14 | General Superintendence . . . . „ | 31,911 | 29,511 | 51,124 | 53,425 | 8,928 | 8,165 |
| | 15 | Repairs and renewal of { Coaching vehicles . „ | 1,52,401 | 1,62,095 | 2,42,779 | 2,95,052 | 36,494 | 33,135 |
| | | { Goods „ . . „ | 2,51,520 | 2,30,402 | 3,94,622 | 4,05,914 | 22,306 | 16,276 |
| | | { Machinery . . . „ | 10,322 | 11,142 | 16,683 | 20,325 | 2,159 | 4,279 |
| | 16 | Cleaning and oiling . . . . . „ | 61,094 | 51,052 | 94,613 | 88,540 | 16,778 | 17,288 |
| | 17 | TOTAL * . „ | 5,12,323 | 4,87,057 | 8,07,997 | 8,68,464 | 86,675 | 79,144 |
| Traffic. | 18 | General Superintendence . . . . „ | 74,643 | 69,459 | 1,18,909 | 1,25,071 | 29,447 | 28,640 |
| | 19 | Station staff . . . . . „ | 2,98,233 | 2,68,050 | 4,70,367 | 4,78,329 | 92,455 | 94,477 |
| | 20 | Train staff . . . . . „ | 80,624 | 69,179 | 1,28,446 | 1,24,353 | 37,830 | 36,937 |
| | 21 | Fuel, lighting and general stores . . . „ | 76,280 | 83,762 | 1,19,564 | 1,51,794 | 30,750 | 29,530 |
| | 22 | Clothing . . . . . „ | 9,595 | 8,231 | 15,257 | 14,757 | 1,208 | 2,637 |
| | 23 | Printing, stationery and tickets . . . „ | 40,306 | 34,691 | 64,048 | 61,541 | 12,238 | 14,951 |
| | 24 | Charges for delivery and collection of goods . „ | ... | 1,918 | ... | ... | ... | ... |
| | 25 | TOTAL * . „ | 5,91,747 | 5,43,307 | 9,30,452 | 9,72,326 | 2,25,306 | 2,28,254 |
| General. | 26 | Home expenditure or General administration „ | 23,688 | 26,235 | 38,248 | 47,857 | 37,424 | 43,931 |
| | 27 | Agent's Office . . . . . „ | 20,772 | 22,052 | 33,537 | 38,593 | 16,666 | 16,929 |
| | 28 | Audit, accounts and pay office . . . „ | 88,130 | 74,505 | 1,37,458 | 1,32,452 | 61,867 | 62,709 |
| | 29 | Stores Department . . . . . „ | 31,939 | 29,536 | 51,167 | 53,471 | 8,668 | 8,350 |
| | 30 | Medical Department . . . . . „ | 18,534 | 17,175 | 29,310 | 30,728 | 11,530 | 12,090 |
| | 31 | Rents and Miscellaneous . . . . „ | 32,910 | 1,68,238 | 51,670 | 49,899 | 25,324 | 17,180 |
| | 32 | Police . . . . . „ | 42,271 | 39,511 | 65,306 | 68,636 | 28,387 | 29,767 |
| | 33 | Advertising . . . . . „ | 709 | 904 | 1,123 | 1,648 | 725 | 644 |
| | 34 | Electric telegraph . . . . . „ | 94,776 | 93,584 | 1,48,935 | 1,66,281 | 34,207 | 33,916 |
| | 35 | TOTAL * . „ | 3,53,963 | 3,32,162 | 5,57,052 | 5,90,194 | 2,24,890 | 2,25,729 |
| Miscellaneous. | 36 | Law charges . . . . . „ | 1,878 | 892 | 3,033 | 1,633 | 501 | 903 |
| | 37 | Compensation . . . . . „ | 18,699 | 25,025 | 30,196 | 45,825 | 296 | 583 |
| | 38 | Rates and taxes . . . . . „ | 10,593 | 8,310 | 17,107 | 15,223 | 567 | 301 |
| | 39 | Payments to other lines . . . . . „ | 17,472 | 59,874 | 27,310 | — 37,347 | 2,066 | 11,291 |
| | 40 | TOTAL * . „ | 1,58,269 | 94,163 | 1,70,061 | 1,08,928 | 30,193 | 43,934 |
| | 41 | Steam boat service . . . . . „ | ... | ... | ... | ... | ... | ... |
| | | GRAND TOTAL WORKING EXPENSES „ | †39,30,738 | ¶36,60,311 | †68,12,487 | †63,44,918 | 13,41,267 | 12,95,521 |

* Includes all other items of
† Includes special contribution
§ Includes charges incurred
¶ Details
‖ Including the Sagauli

## DIX 45—*continued.*



(*by systems*) *during each half-year of 1901*—contd.

| 5′ 6″ | | 3′ 3⅜″ | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11 | | 12 | | 13 | | 14 | | 15 | | 16 | | |
| Madras. | | Bengal Dooars. | | Dibru-Sadiya. | | Assam-Bengal. | | Deoghur. ¶ | | Bengal and North-Western. | | |
| 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | No. |
| 1,89,232 | 2,50,430 | 1,893 | 3,164 | 9,172 | 8,514 | 72,520 | 73,163 | ... | ... | 1,19,636 | 1,22,445 | 1 |
| 1,44,169 | 2,47,362 | 4,083 | 6,037 | 20,012 | 16,527 | 1,13,572 | 1,25,005 | ... | ... | 1,15,924 | 1,34,214 | 2 |
| 1,11,221 | 1,87,999 | 3,122 | 10,454 | 14,946 | 30,654 | 7,821 | 560 | ... | ... | 1,52,101 | 1,40,716 | |
| 66,794 | 85,883 | 1,066 | 1,130 | 18,291 | 2,738 | 27,000 | 33,178 | ... | ... | 49,444 | 52,852 | 3 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1,645 | 2,673 | 4 |
| 65,576 | 1,56,709 | 525 | 853 | 12,245 | 7,354 | 37,896 | 37,750 | ... | ... | 57,935 | 47,849 | 5 |
| 6,77,052 | 9,28,758 | 10,942 | 21,999 | 1,00,657 | 82,220 | 2,66,381 | 2,79,160 | 3,757 | | 5,81,802 | ‖6,18,622 | 6 |
| 92,315 | 92,028 | 1,831 | 2,952 | 5,386 | 5,295 | 24,159 | 25,037 | ... | ... | 41,111 | 46,783 | 7 |
| 2,73,198 | 2,85,101 | 4,562 | 4,683 | 8,714 | 8,550 | 27,745 | 30,099 | ... | ... | 82,537 | 91,551 | 8 |
| 7,22,504 | 7,49,535 | 20,945 | 23,225 | 21,339 | 19,832 | 58,272 | 54,677 | ... | ... | 1,88,620 | 1,75,430 | 9 |
| 34,127 | 32,883 | 883 | 1,244 | 3,084 | 2,682 | 6,757 | 7,602 | ... | ... | 14,617 | 16,212 | 10 |
| 54,083 | 50,841 | 1,361 | 1,526 | 2,256 | 2,468 | 5,425 | 6,306 | ... | ... | 19,363 | 20,270 | 11 |
| 5,36,198 | 2,82,755 | 3,550 | 6,461 | 13,072 | 24,693 | 28,440 | 18,781 | ... | ... | 87,288 | 90,115 | 12 |
| 9,291 | 8,835 | 506 | 903 | 3,075 | 2,997 | 402 | 936 | ... | ... | 2,703 | 2,670 | |
| 19,14,252 | 16,84,226 | 33,653 | 41,001 | 56,927 | 66,518 | 1,62,062 | 1,52,867 | 15,727 | | ‖5,18,070 | ‖4,68,208 | 13 |
| 21,654 | 21,587 | 906 | 1,472 | 3,146 | 3,083 | 8,044 | 8,342 | ... | ... | 14,350 | 16,557 | 14 |
| 1,32,267 | 1,57,220 | 2,325 | 3,244 | 3,954 | 3,899 | 17,904 | 18,270 | ... | ... | 42,310 | 30,759 | |
| 90,473 | 1,21,796 | 3,030 | 2,254 | 14,851 | 13,725 | 15,017 | 9,335 | ... | ... | 55,068 | 49,290 | 15 |
| 5,794 | 6,238 | 2 | 54 | 1,335 | 1,207 | 244 | 27 | ... | ... | 1,810 | 2,067 | |
| 49,237 | 52,131 | 1,641 | 2,429 | 2,930 | 2,966 | 6,978 | 6,697 | ... | ... | 29,378 | 27,979 | 16 |
| 3,18,561 | 3,84,621 | 7,904 | 9,459 | 25,217 | 24,880 | 49,189 | 43,130 | 1,015 | | ‖1,45,285 | ‖1,17,590 | 17 |
| 1,03,869 | 93,055 | 3,465 | 3,866 | 6,214 | 6,342 | 25,557 | 27,852 | ... | ... | 67,151 | 76,414 | 18 |
| 2,94,555 | 3,03,917 | 7,878 | 13,580 | 15,293 | 15,117 | 73,214 | 80,875 | ... | ... | 1,55,614 | 1,72,594 | 19 |
| 90,625 | 92,572 | 725 | 1,926 | 3,193 | 3,516 | 11,990 | 14,506 | ... | ... | 2,66,601 | 52,128 | 20 |
| 72,440 | 80,871 | 973 | 1,134 | 1,430 | 1,116 | 16,770 | 19,598 | ... | ... | 43,694 | 46,221 | 21 |
| 10,454 | 7,996 | 60 | 133 | 24 | 51 | 4,243 | 1,491 | ... | ... | 2,453 | 6,046 | 22 |
| 48,764 | 68,021 | 593 | 3,418 | 2,476 | 3,144 | 7,201 | 9,011 | ... | ... | 21,184 | 25,825 | 23 |
| 2,167 | 3,509 | ... | ... | 5,449 | 6,100 | ... | ... | ... | ... | 15,632 | 11,795 | 24 |
| 6,55,688 | 6,86,382 | 19,331 | 25,796 | 34,202 | 33,474 | 1,39,195 | 1,53,973 | 6,400 | | ‖4,14,314 | ‖4,09,049 | 25 |
| 41,011 | 41,619 | 4,250 | 12,405 | 12,921 | 12,921 | 44,630 | 58,423 | ... | ... | 51,104 | 57,199 | 26 |
| 39,471 | 40,423 | 1,282 | 13,235 | 6,134 | 6,053 | 14,806 | 14,250 | ... | ... | 19,128 | 19,684 | 27 |
| 93,681 | 98,685 | 1,811 | 5,751 | 6,950 | 6,874 | 48,517 | 49,029 | ... | ... | 79,879 | 82,468 | 28 |
| 22,157 | 14,551 | 151 | 915 | 3,000 | 2,955 | 13,869 | 15,437 | ... | ... | 9,236 | 10,247 | 29 |
| 18,411 | 19,080 | 453 | 925 | 2,231 | 2,079 | 8,476 | 9,904 | ... | ... | 9,774 | 10,379 | 30 |
| 14,426 | 14,093 | 1,143 | 1,254 | 2,885 | 2,645 | 6,306 | 4,491 | ... | ... | 14,532 | 14,081 | 31 |
| 24,728 | 42,484 | 481 | 559 | ... | ... | 8,008 | 8,265 | ... | ... | 24,824 | 25,612 | 32 |
| 3,262 | 2,716 | 10 | 19 | 93 | 7 | 786 | 449 | ... | ... | 801 | 709 | 33 |
| 1,14,498 | 1,12,293 | 2,200 | 4,652 | 7,383 | 6,822 | 31,888 | 33,809 | ... | ... | 73,201 | 67,146 | 34 |
| 4,34,362 | 4,13,139 | 15,084 | 39,733 | 41,598 | 40,356 | 1,77,330 | 1,94,066 | 2,778 | | ‖2,84,742 | ‖2,72,543 | 35 |
| 2,257 | 694 | 162 | 286 | 624 | 624 | 3,311 | 925 | ... | ... | 1,203 | 2,438 | 36 |
| 6,16 | 9,681 | 201 | 65 | 391 | 1 | 450 | 155 | ... | ... | 4,485 | 3,887 | 37 |
| 12,660 | 15,403 | 123 | 115 | 43 | 99 | 583 | 4,466 | ... | ... | 2,064 | 2,343 | 38 |
| 67,276 | 35,540 | ... | ... | ... | ... | ... | ... | ... | ... | 1,744 | 2,441 | 39 |
| §1,98,943 | §1,70,916 | 1,263 | 3,019 | 2,998 | 2,373 | 20,826 | 24,484 | ..... | | 84,234 | 1,20,831 | 40 |
| 628 | —150 | 8,062 | 5,225 | ... | ... | 8,103 | 6,832 | ..... | | 1,59,102 | 1,11,855 | 41 |
| 41,99,487 | 42,67,893 | 96,239 | 1,45,732 | 2,62,599 | 2,51,821 | 8,23,086 | 8,54,512 | 29,677 | | †22,06,213 | †21,27,897 | |

expenditure not enumerated.
to Provident Fund.
direct by the State.
not furnished.
Raxaul railway, details for which are not given.

P. T. O.

# Appendix 45.

Expenses under different heads.

APPEN

*Working expenses under different heads of each railway*

| | No. | GAUGE. | 3′ 3⅜″ | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | CLASSIFICATION NUMBER. | 17 | | 18 | | 19 | |
| | | Railway. | Rohilkund and Kumaon. | | Jodhpur-Bikaner. | | Udaipur-Chitor. | |
| | | Particulars. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. |
| Engineering. | 1 | General Superintendence . . . . Rs. | 17,727 | 17,751 | 11,472 | 14,494 | 3,214 | 3,290 |
| | 2 | Maintenance of permanent-way. { Wages . . . . „ | 24,648 | 26,023 | 72,440 | 85,634 | 9,337 | 9,207 |
| | | { Materials . . . . „ | 9,644 | 31,828 | 1,37,259 | 764 | 1,054 | 1,137 |
| | 3 | Repairs of bridges, etc. . . . . „ | 15,282 | 8,874 | 3,101 | 3,943 | 234 | 96 |
| | 4 | Conservancy of rivers . . . . . „ | 800 | 1,695 | ... | ... | ... | ... |
| | 5 | Repairs of stations and buildings . . „ | 6,510 | 9,680 | 3,087 | 7,116 | 392 | 1,082 |
| | 6 | TOTAL* . „ | 81,015 | 1,01,310 | 2,35,848 | 1,19,051 | 14,837 | 15,445 |
| Locomotive. | 7 | General Superintendence . . . . „ | 12,767 | 12,583 | 14,421 | 15,425 | 3,318 | 3,267 |
| | 8 | Wages of drivers and firemen, fuelling, cleaning engines, etc. . „ | 16,061 | 13,827 | 16,769 | 19,032 | 1,263 | 1,497 |
| | 9 | Fuel . . . . . „ | 34,229 | 34,780 | 1,18,415 | 1,24,526 | 11,953 | 10,121 |
| | 10 | Water . . . . . „ | 2,462 | 2,278 | 6,798 | 8,094 | 681 | 715 |
| | 11 | Oil, tallow and other stores . . . . „ | 4,262 | 3,918 | 8,867 | 12,147 | 643 | 473 |
| | 12 | Maintenance and renewal of { Locomotive engines . „ | 20,832 | 17,321 | 38,839 | 37,285 | 1,174 | 2,950 |
| | | { Machinery . . . „ | 1,610 | 3,045 | 1,987 | 2,671 | 845 | 385 |
| | 13 | TOTAL* . „ | 1,02,236 | 95,108 | 2,29,365 | 2,41,325 | 19,915 | 19,408 |
| Carriage and Wagon. | 14 | General Superintendence . . . . „ | 5,615 | 6,054 | 3,308 | 3,340 | 780 | 421 |
| | 15 | Repairs and renewal of { Coaching vehicles . „ | 15,937 | 13,737 | 10,559 | 10,359 | 3,918 | 4,485 |
| | | { Goods „ . „ | 11,719 | 11,269 | 5,163 | 8,689 | 2,453 | 5,515 |
| | | { Machinery . . „ | 929 | 867 | 463 | 513 | 7 | 73 |
| | 16 | Cleaning and oiling . . . . . „ | 5,269 | 4,972 | 3,838 | 6,199 | 824 | 698 |
| | 17 | TOTAL* „ | 39,760 | 37,705 | 23,455 | 29,186 | 8,047 | 6,773 |
| Traffic. | 18 | General Superintendence . . . . „ | 14,751 | 15,746 | 14,233 | 13,730 | 3,407 | 3,712 |
| | 19 | Station staff . . . . . „ | 28,758 | 28,887 | 23,749 | 28,891 | 3,945 | 3,597 |
| | 20 | Train staff . . . . . „ | 7,133 | 7,154 | 4,789 | 5,201 | 530 | 453 |
| | 21 | Fuel, lighting and general stores . . „ | 10,165 | 10,159 | 7,029 | 9,391 | 1,493 | 1,006 |
| | 22 | Clothing . . . . . „ | 741 | 821 | 321 | 424 | 134 | 141 |
| | 23 | Printing, stationery and tickets . . . „ | 6,122 | 8,205 | 9,200 | 9,545 | 685 | 164 |
| | 24 | Charges for delivery and collection of goods „ | ... | ... | ... | ... | 10 | ... |
| | 25 | TOTAL* „ | 71,312 | 75,317 | 59,425 | 67,960 | 10,302 | 9,835 |
| General. | 26 | Home expenditure or General administration. „ | 22,505 | 17,097 | ... | ... | ... | ... |
| | 27 | Agent's Office . . . . . „ | 7,278 | 8,176 | ... | 3,320 | 4,295 | 2,997 |
| | 28 | Audit, accounts and pay office . . . „ | 19,997 | 20,548 | 16,884 | 14,434 | 1,971 | 2,125 |
| | 29 | Stores Department . . . . . „ | 4,907 | 5,435 | 2,537 | 3,067 | 312 | 218 |
| | 30 | Medical Department . . . . . „ | 1,609 | 2,868 | 1,586 | 1,984 | 460 | 459 |
| | 31 | Rents and Miscellaneous . . . . „ | 7,147 | 7,557 | 1,379 | 2,943 | 753 | 484 |
| | 32 | Police . . . . . „ | 6,735 | 6,821 | 1,985 | 2,643 | ... | ... |
| | 33 | Advertising . . . . . „ | 201 | 282 | ... | 22 | ... | ... |
| | 34 | Electric telegraph . . . . . „ | 13,934 | 14,062 | 19,088 | 20,503 | 1,602 | 1,614 |
| | 35 | TOTAL* . „ | 84,313 | 82,848 | 43,460 | 48,915 | 9,394 | 7,897 |
| Miscellaneous. | 36 | Law charges . . . . . „ | 520 | 846 | ... | ... | ... | ... |
| | 37 | Compensation . . . . . „ | 214 | 522 | 432 | 963 | 426 | 71 |
| | 38 | Rates and taxes . . . . . „ | 99 | 72 | ... | ... | ... | ... |
| | 39 | Payments to other lines . . . . „ | 292 | ... | 14,056 | 17,880 | 2,130 | 2,649 |
| | 40 | TOTAL* . „ | 5,193 | 5,442 | 16,577 | 21,949 | 3,092 | 3,119 |
| | 41 | Steam-boat service . . . . „ | ... | ... | ... | ... | ... | ... |
| | | GRAND TOTAL WORKING EXPENSES „ | †3,87,541 | **4,48,077 | ‡6,86,817 | 5,57,337 | 65,587 | 62,477 |

* Including all other items of expenditure not enumerated.

† Including special contribution to Provident Fund.

‡ Including Rs. 78,687 on account of the Hyderabad-Shadipalli railway.

** Including Rs. 46,804 on account of Powayan Light railway, detailed

**DIX 45—*continued.***

**Appendix 45.**
Expenses under different heads.

*(by systems) during each half-year of 1901*—contd.

| 3′ 3⅜″ | | | | | | | | 2′ 6″ | | No. |
|---|---|---|---|---|---|---|---|---|---|---|
| 20 | | 21 | | 23 | | 24 | | 25 | | |
| Bhavnagar-Gondal Junagad-Porbandar. | | Southern Mahratta. | | South Indian. | | Burma. | | Morvi. | | |
| 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | |
| 28,141 | 30,990 | 1,33,132 | 1,29,259 | 1,23,291 | 1,28,356 | 1,24,135 | 1,32,892 | 4,297 | 4,189 | 1 |
| 60,538 | 60,921 | 1,99,028 | 2,10,270 | 1,08,081 | 1,18,101 | 3,39,362 | 3,23,325 | 11,467 | 11,549 | 2 |
| 4,981 | 19,986 | 2,51,255 | 1,67,203 | 1,18,155 | 1,24,562 | 79,918 | 69,712 | 1,572 | 1,424 | |
| 3,568 | 5,879 | 61,311 | 81,038 | 26,799 | 34,189 | 1,24,396 | 72,326 | 3,639 | 477 | 3 |
| ... | ... | ... | ... | ... | ... | 4,204 | 2,014 | ... | ... | 4 |
| 6,900 | 9,356 | 47,979 | 67,713 | 23,957 | 29,670 | 55,724 | 75,055 | 343 | 578 | 5 |
| 1,31,128 | 1,32,613 | 7,51,904 | 7,12,002 | 4,20,150 | 4,58,786 | 7,99,332 | 7,49,511 | 22,277 | 18,503 | 6 |
| 17,025 | 18,046 | 98,087 | 97,672 | 68,770 | 69,320 | 95,729 | 101,408 | 1,757 | 3,092 | 7 |
| 25,084 | 22,609 | 1,72,163 | 1,66,844 | 1,57,711 | 1,57,852 | 2,97,835 | 2,89,121 | 4,182 | 3,794 | 8 |
| 77,898 | 62,715 | 2,59,668 | 2,33,849 | 3,66,389 | 3,70,150 | 5,00,918 | 4,95,742 | 34,732 | 20,182 | 9 |
| 3,491 | 3,437 | 24,369 | 29,397 | 15,927 | 14,920 | 39,496 | 44,281 | 580 | 775 | 10 |
| 6,165 | 6,182 | 15,344 | 14,032 | 29,000 | 27,625 | 39,146 | 39,313 | 1,303 | 634 | 11 |
| 30,028 | 34,593 | 1,76,379 | 1,76,499 | 1,93,323 | 3,61,418 | 1,96,466 | 2,43,328 | ‖ 15,116 | ‖ 13,459 | 12 |
| 2,293 | 1,871 | 27,348 | 22,895 | 16,507 | 23,925 | 24,775 | 27,572 | ... | ... | |
| 1,64,212 | 1,52,091 | 9,17,881 | 8,72,647 | 8,62,767 | 10,45,421 | 13,05,011 | 13,37,870 | 57,948 | 41,820 | 13 |
| 5,356 | 5,435 | 31,092 | 29,136 | 22,921 | 23,083 | 26,953 | 29,356 | 922 | 1,769 | 14 |
| 12,357 | 14,826 | 99,052 | 94,024 | 1,07,567 | 94,826 | 87,313 | 89,419 | 2,645 | 2,107 | |
| 9,675 | 13,451 | 1,44,520 | 1,29,108 | 87,748 | 1,41,653 | 1,48,812 | 1,32,717 | 3,875 | 2,861 | 15 |
| 1,146 | 935 | 5,507 | 4,483 | 5,681 | 8,926 | 4,419 | 7,029 | ... | ... | |
| 4,427 | 4,266 | 19,313 | 19,913 | 26,799 | 26,870 | 36,462 | 36,462 | 1,273 | 944 | 16 |
| 33,199 | 38,925 | 2,90,236 | 2,75,356 | 2,48,114 | 2,92,951 | 3,09,519 | 3,00,092 | 8,640 | 7,593 | 17 |
| 19,498 | 18,891 | 79,434 | 78,333 | 62,475 | 64,206 | 76,423 | 78,117 | 4,029 | 3,796 | 18 |
| 48,673 | 42,881 | 1,87,663 | 1,79,273 | 1,90,021 | 1,80,642 | 3,00,075 | 2,80,779 | 8,636 | 8,144 | 19 |
| 7,696 | 7,241 | 73,378 | 68,329 | 43,450 | 42,105 | 71,700 | 72,068 | 1,674 | 1,637 | 20 |
| 8,504 | 9,698 | 45,926 | 50,345 | 35,354 | 33,272 | 51,088 | 61,822 | 1,827 | 1,689 | 21 |
| 1,174 | 236 | 5,197 | 11,325 | 4,264 | 185 | 7,078 | 13,647 | 288 | 439 | 22 |
| 7,846 | 7,080 | 29,644 | 29,051 | 43,835 | 35,598 | 44,480 | 39,622 | 2,178 | 2,641 | 23 |
| ... | ... | ... | ... | 25 | 45 | —8 | ... | 372 | 542 | 24 |
| 97,685 | 90,523 | 4,46,803 | 4,47,780 | 3,92,167 | 3,67,349 | 5,57,647 | 5,53,633 | 19,244 | 19,008 | 25 |
| 2,736 | 2,207 | 92,717 | 92,307 | 82,028 | 88,172 | 96,058 | 1,00,913 | ... | ... | 26 |
| 13,262 | 12,849 | 25,703 | 31,281 | 25,346 | 26,758 | 25,075 | 22,808 | 2,488 | 2,827 | 27 |
| 27,841 | 27,568 | 81,054 | 82,782 | 79,595 | 78,681 | 62,488 | 67,389 | 5,855 | 5,620 | 28 |
| 5,992 | 6,130 | 21,073 | 21,104 | 22,662 | 21,406 | 19,789 | 22,061 | 2,132 | 2,107 | 29 |
| 6,618 | 6,585 | 16,638 | 16,719 | 15,660 | 18,501 | 15,943 | 16,766 | 320 | 318 | 30 |
| 7,582 | 5,958 | 19,339 | 19,978 | 18,200 | 19,510 | 19,372 | 19,132 | 1,356 | 1,187 | 31 |
| §16,828 | §17,825 | 42,835 | 65,333 | 25,791 | 24,807 | 52,053 | 38,982 | 1,300 | 1,300 | 32 |
| 157 | 170 | 1,295 | 1,281 | 1,232 | 828 | 1,105 | 487 | ... | ... | 33 |
| 21,525 | 20,579 | 1,05,491 | 1,06,319 | 59,663 | 68,628 | 83,930 | 83,644 | 3,427 | 3,442 | 34 |
| 1,03,536 | 99,882 | 4,08,171 | 4,37,850 | 3,30,538 | 3,48,363 | 3,75,993 | 3,72,915 | 16,879 | 17,186 | 35 |
| 169 | 21 | 2,427 | 1,733 | 212 | 334 | 395 | 610 | 11 | 53 | 36 |
| 1,429 | 763 | 2,381 | 2,050 | 296 | 491 | 1,433 | 3,100 | 117 | 71 | 37 |
| 10 | 10 | 3,286 | 5,978 | 9,689 | 9,086 | 5,529 | 26,490 | ... | ... | 38 |
| 3,848 | 3,077 | 5,748 | 3,532 | 5,146 | 4,857 | ... | ... | ... | ... | 39 |
| §24,622 | §17,333 | 69,218 | 85,533 | §56,976 | § 60,122 | 65,065 | 85,591 | 1,084 | 2,447 | 40 |
| ... | ... | ... | ... | ... | ... | 40,143 | 43,351 | ... | ... | 41 |
| 5,54,402 | 5,31,367 | 28,84,213 | 28,31,168 | †23,34,312 | †25,94,983 | 34,52,710 | 34,42,963 | 1,26,572 | 1,06,557 | |

§ Including charges incurred direct by the State. ‖ Including charges for maintenance and renewal of machinery.
details for which are included with those of the North Western State railway.
information for which is not available and special contribution to Provident fund.

## Appendix 45.
Expenses under different heads.



*Working expenses under different heads of each railway*

| | No. | GAUGE. | 2' 6" | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | CLASSIFICATION No. | 26 | | 27 | | 28 | |
| | | Railway. | Bársi. | | Tárakeshwar-Magra. † | | Ránaghat-Krishnagar. † | |
| | | Particulars. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. |
| Engineering. | 1 | General Superintendence . . . . Rs. | 2,166 | 2,133 | ... | ... | ... | ... |
| | 2 | Maintenance of permanent-way { Wages . ,, | 2,553 | 2,610 | ... | ... | ... | ... |
| | | { Materials . ,, | —4 | 45 | ... | ... | ... | ... |
| | 3 | Repairs of bridges, etc. . . . . ,, | 1,186 | —613 | ... | ... | ... | ... |
| | 4 | Conservancy of rivers . . . . . ,, | ... | ... | ... | ... | ... | ... |
| | 5 | Repairs of stations and buildings . . . ,, | 736 | 529 | ... | ... | ... | ... |
| | 6 | TOTAL* . ,, | 6,635 | 4,704 | 4,892 | 4,505 | 6,311 | 5,429 |
| Locomotive. | 7 | General Superintendence . . . . ,, | 735 | 737 | ... | ... | ... | ... |
| | 8 | Wages of drivers and firemen, fueling, cleaning engines, etc. . . . . ,, | 1,694 | 1,948 | ... | ... | ... | ... |
| | 9 | Fuel . . . . . ,, | 1,348 | 1,501 | ... | ... | ... | ... |
| | 10 | Water . . . . . ,, | 761 | 813 | ... | ... | ... | ... |
| | 11 | Oil, tallow and other stores . . . . ,, | 292 | 403 | ... | ... | ... | ... |
| | 12 | Maintenance and renewal of { Locomotive engines . ,, | 3,219 | 2,823 | ... | ... | ... | ... |
| | | { Machinery . . ,, | 85 | 104 | ... | ... | ... | ... |
| | 13 | TOTAL* . ,, | 8,962 | 8,330 | 6,995 | 6,790 | 6,253 | 4,997 |
| Carriage and Wagon. | 14 | General Superintendence . . . . ,, | 369 | 364 | ... | ... | ... | ... |
| | 15 | Repairs and renewal of { Coaching vehicles . ,, | 281 | 473 | ... | ... | ... | ... |
| | | { Goods ,, . ,, | 340 | 457 | ... | ... | ... | ... |
| | | { Machinery . . ,, | 24 | 37 | ... | ... | ... | ... |
| | 16 | Cleaning and oiling . . . . . ,, | 407 | 345 | ... | ... | ... | ... |
| | 17 | TOTAL* . ,, | 1,422 | 1,676 | 2,611 | 2,589 | 1,762 | 1,550 |
| Traffic. | 18 | General Superintendence . . . . ,, | 563 | 558 | ... | ... | ... | ... |
| | 19 | Station staff . . . . . ,, | 3,885 | 3,110 | ... | ... | ... | ... |
| | 20 | Train staff . . . . . ,, | 322 | 290 | ... | ... | ... | ... |
| | 21 | Fuel, lighting and general stores . . . ,, | 768 | 874 | ... | ... | ... | ... |
| | 22 | Clothing . . . . . ,, | 112 | 13 | ... | ... | ... | ... |
| | 23 | Printing, stationery and tickets . . . ,, | 449 | 374 | ... | ... | ... | ... |
| | 24 | Charges for delivery and collection of goods . ,, | ... | ... | ... | ... | ... | ... |
| | 25 | TOTAL* . ,, | 9,027 | 7,904 | 7,871 | 8,243 | 10,171 | 10,596 |
| General. | 26 | Home expenditure or General administration ,, | 9,187 | 2,706 | ... | ... | ... | ... |
| | 27 | Agent's Office. . . . . ,, | 8,710 | 8,718 | ... | ... | ... | ... |
| | 28 | Audit, accounts and pay office . . . ,, | 2,100 | 600 | ... | ... | ... | ... |
| | 29 | Stores Department . . . . . ,, | 666 | 656 | ... | ... | ... | ... |
| | 30 | Medical Department . . . . . ,, | 782 | 767 | ... | ... | ... | ... |
| | 31 | Rents and Miscellaneous . . . . ,, | 712 | 414 | ... | ... | ... | ... |
| | 32 | Police . . . . . ,, | 152 | 377 | ... | ... | ... | ... |
| | 33 | Advertising . . . . . ,, | ... | ... | ... | ... | ... | ... |
| | 34 | Electric telegraph . . . . . ,, | 860 | 857 | ... | ... | ... | ... |
| | 35 | TOTAL* . ,, | 23,169 | 15,094 | 6,715 | 6,446 | 3,431 | 3,279 |
| Miscellaneous. | 36 | Law charges . . . . . ,, | ... | 15 | ... | ... | ... | ... |
| | 37 | Compensation . . . . . ,, | ... | 4 | ... | ... | ... | ... |
| | 38 | Rates and taxes . . . . . ,, | 344 | ... | ... | ... | ... | ... |
| | 39 | Payments to other lines . . . . ,, | 706 | 657 | ... | ... | ... | ... |
| | 40 | TOTAL* . ,, | 1,050 | 677 | 136 | 611 | 80 | 73 |
| | 41 | Steam-boat service . . . . . ,, | ... | ... | ... | ... | ... | ... |
| | | GRAND TOTAL WORKING EXPENSES . ,, | 50,265 | 38,385 | 29,220 | 29,184 | 28,008 | 25,924 |

* Including all other items of expenditure not enumerated.

**DIX 45—*concluded.***

**Appendix 45.**
Expenses under different heads.

**(*by systems*) *during each half-year of 1901*—concld.**

| 2′ 6″ | | 2′ 0″ | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 29 | | 30 | | 31 | | 32 | | 33 | | No. |
| Tezpur-Balipara. † | | Darjeeling-Himalayan. | | Howrah-Amta. † | | Howrah-Sheakhala. † | | Jorhat. † | | |
| 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | |
| ... | ... | 14,649 | 13,116 | ... | ... | ... | ... | ... | ... | 1 |
| ... | ... | 10,214 | 10,190 | ... | ... | ... | ... | ... | ... | 2 |
| ... | ... | 10,985 | 8,057 | ... | ... | ... | ... | ... | ... | |
| ... | ... | 3,443 | 6,153 | ... | ... | ... | ... | ... | ... | 3 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 4 |
| ... | ... | 13,260 | 13,260 | ... | ... | ... | ... | ... | ... | 5 |
| 6,401 | 8,659 | 54,868 | 51,591 | 14,862 | 16,129 | 6,701 | 7,483 | 2,769 | 8,955 | 6 |
| ... | ... | 3,292 | 3,478 | ... | ... | ... | ... | ... | ... | 7 |
| ... | ... | 14,762 | 14,055 | ... | ... | ... | ... | ... | ... | 8 |
| ... | ... | 25,712 | 20,878 | ... | ... | ... | ... | ... | ... | 9 |
| ... | ... | 1,104 | 534 | ... | ... | ... | ... | ... | ... | 10 |
| ... | ... | 3,166 | 3,718 | ... | ... | ... | ... | ... | ... | 11 |
| ... | ... | 22,326 | 16,450 | ... | ... | ... | ... | ... | ... | 12 |
| ... | ... | 213 | 293 | ... | ... | ... | ... | ... | ... | |
| 7,696 | 7,377 | 79,741 | 65,761 | 26,468 | 19,229 | 7,647 | 5,184 | 32,732 | 8,272 | 13 |
| ... | ... | 2,972 | 3,076 | ... | ... | ... | ... | ... | ... | 14 |
| ... | ... | 5,584 | 5,976 | ... | ... | ... | ... | ... | ... | 15 |
| ... | ... | 19,741 | 13,650 | ... | ... | ... | ... | ... | ... | |
| ... | ... | 75 | 65 | ... | ... | ... | ... | ... | ... | |
| ... | ... | 1,809 | 1,849 | ... | ... | ... | ... | ... | ... | 16 |
| 2,360 | 2,203 | 29,889 | 24,389 | 5,619 | 3,860 | 1,732 | 993 | 3,004 | 3,072 | 17 |
| ... | ... | 2,606 | 2,495 | ... | ... | ... | ... | ... | ... | 18 |
| ... | ... | 34,336 | 32,937 | ... | ... | ... | ... | ... | ... | 19 |
| ... | ... | 6,124 | 6,208 | ... | ... | ... | ... | ... | ... | 20 |
| ... | ... | 2,661 | 2,585 | ... | ... | ... | ... | ... | ... | 21 |
| ... | ... | 643 | ... | ... | ... | ... | ... | ... | ... | 22 |
| ... | ... | 787 | 806 | ... | ... | ... | ... | ... | ... | 23 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 24 |
| 8,314 | 8,255 | 31,439 | 29,253 | 22,107 | 21,996 | 10,006 | 9,859 | 7,636 | 8,255 | 25 |
| ... | ... | 11,736 | 10,504 | ... | ... | ... | ... | ... | ... | 26 |
| ... | ... | 14,074 | 13,919 | ... | ... | ... | ... | ... | ... | 27 |
| ... | ... | 7,982 | 8,969 | ... | ... | ... | ... | ... | ... | 28 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 29 |
| ... | ... | 2,635 | 2,916 | ... | ... | ... | ... | ... | ... | 30 |
| ... | ... | 2,620 | 2,166 | ... | ... | ... | ... | ... | ... | 31 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 32 |
| ... | ... | 213 | 199 | ... | ... | ... | ... | ... | ... | 33 |
| ... | ... | 4,339 | 4,374 | ... | ... | ... | ... | ... | ... | 34 |
| 7,456 | 7,213 | 43,095 | 42,559 | 8,123 | 7,163 | 2,972 | 2,605 | 6,295 | 5,746 | 35 |
| ... | ... | 198 | 956 | ... | ... | ... | ... | ... | ... | 36 |
| ... | ... | 95 | 12 | ... | ... | ... | ... | ... | ... | 37 |
| ... | ... | 4,129 | 4,451 | ... | ... | ... | ... | ... | ... | 38 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 39 |
| 813 | 195 | 7,239 | 8,099 | 480 | 412 | 110 | 122 | 285 | 337 | 40 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 41 |
| 33,040 | 33,902 | ‡ 2,48,855 | ‡2,25,468 | 77,659 | 68,789 | 29,168 | 26,246 | 52,721 | 34,637 | |

† Details not furnished.

‡ Including special contribution to Provident Fund.

# Appendix 46.
Analysis.

# APPEN

## *Analysis of working of each railway*

NOTE.—These statistics are not

| Serial number. | PARTICULARS. | GAUGE. | 5′ 6″ | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Class : No. | 1 | 2(*a*). | 3 | 4 (*a*) | 4 (*b*) | 6 | 7 | 8 (*a*) to (*g*) | 9(*a*) to (*f*) | 10 (*a*)& (*b*) |
| | | Calendar year 1901. | East Indian. | Eastern Bengal. | Bengal Central. | Bengal Nagpur. | Raipur Dhamtari (2′ 6″) | Oudh and Rohilkhand. | North Western. † | Great Indian Peninsula. | Bombay, Baroda and Central India. | The Nizam's Guaranteed State. |
| | DESCRIPTION OF RAILWAY WORKED. | | | | | | | | | | | |
| 1 | Gauge of railway . . . . | ... | 5′ 6″ | 5′ 6″ | 5′ 6″ | 5′ 6″ | 2′ 6″ | 5′ 6″ | 5′ 6″ | 5′ 6″ | 5′ 6″ | 5′ 6″ |
| 2 | Mileage worked . . . *Miles* | ... | 2,136·72 | 268·04 | 138·89 | 1,555·93 | 56·24 | 1,133·60 | 3,752·43 | 2,699·30 | 824·26 | 354·70 |
| 3 | Number of stations . . *No.* | ... | 336 | 79 | 27 | 196 | 8 | 156 | 508 | 374 | 132 | 45 |
| 4 | Total length of the following gradients :— | | | | | | | | | | | |
| | (*a*) $\frac{1}{50}$ and less . . *Miles* | ... | 1·58 | ... | ... | ... | ... | ... | 71·12 | 19·31 | ... | ... |
| | (*b*) $\frac{1}{51}$ to $\frac{1}{80}$ . . „ | ... | 15·29 | ... | ... | 0·91 | ... | *9·30 | 84·97 | 9·11 | 1·32 | ... |
| | (*c*) $\frac{1}{81}$ to $\frac{1}{100}$ . . „ | ... | 29·06 | ... | ... | 30·11 | ... | *6·41 | 165·95 | 73·29 | 0·50 | 79·19 |
| | (*d*) $\frac{1}{101}$ to $\frac{1}{200}$ . . „ | ... | 167·03 | ... | ... | 460·19 | 18·60 | *19·15 | 135·55 | 877·71 | 167·86 | 110·99 |
| | (*e*) $\frac{1}{201}$ to $\frac{1}{300}$ . . „ | ... | 121·49 | 2·45 | ... | 136·97 | 1·95 | *22·56 | 125·73 | 308·78 | 47·98 | 18·22 |
| 5 | Steepest gradient worked— | | | | | | | | | | | |
| | (*a*) Inclination . . | ... | $\frac{1}{40}$ | $\frac{1}{300}$ | $\frac{1}{400}$ | $\frac{1}{84}$ | $\frac{1}{148}$ | *$\frac{1}{175}$ | $\frac{1}{81}$ | $\frac{1}{82}$ | ... | $\frac{1}{100}$ |
| | (*b*) Length . . . *Miles* | ... | 3·98 | 2·45 | ... | 0·40 | 2·41 | *2·25 | 6·52 | 5·85 | ... | 2·52 |
| | FINANCIAL RESULTS. | Calendar year 1901 by half-years. | | | | | | | | | | |
| 6 | Percentage of net earnings (including steam-boat traffic (for each half-year on capital outlay . *Per cent.* | 1st half | 5·07 | 2·20 | 2·23 | 1·83 | 1·76 | 3·11 | 2·00 | ‡4·77 | 4·21 | ¶ 3·31 |
| | | 2nd „ | 4·76 | 4·13 | 2·76 | 1·18 | —0·27 | 2·49 | 2·10 | ‡2·31 | 2·26 | ¶ 2·98 |
| 7 | Percentage of net earnings for each half-year on paid up capital . . . . *Per cent.* | 1st half | ... | ... | 2·21 | 1·79 | 1·76 | ... | ... | §2·78 | 3·79 | ¶ 2·80 |
| | | 2nd „ | ... | ... | 2·77 | 1·13 | —0·27 | ... | ... | §1·39 | 2·20 | ¶ 2·56 |
| | OUTLAY, EARNINGS AND EXPENSES. (*Exclusive of Steam-boat Service.*) | | | | | | | | | | | |
| 8 | Capital outlay per mile open . £ | 1st half | 2,21,386 | 2,52,031 | 1,00,599 | 1,27,477 | 24,160 | 1,12,901 | 1,40,043 | ‖1,94,328 | 1,80,022 | ¶1,25,154 |
| | | 2nd „ | 2,24,595 | 2,68,536 | 4,01,159 | 1,27,011 | 24,357 | 1,13,880 | 1,42,947 | ‖1,94,347 | 1,82,182 | ¶1,25,549 |
| 9 | Total earnings per mile open per week . . . . „ | 1st half | 666 | 547 | 179 | 174 | 33 | 239 | 232 | 436 | 507 | 253 |
| | | 2nd „ | 646 | 808 | 210 | 148 | 15 | 218 | 235 | 301 | 340 | 220 |
| 10 | Total working expenses per mile open per week . . . „ | 1st half | 228 | 317 | 100 | 82 | 17 | 102 | 120 | 180 | 199 | 93 |
| | | 2nd „ | 232 | 373 | 111 | 88 | 18 | 107 | 116 | 175 | 176 | 76 |
| 11 | Total earnings per train-mile . „ | 1st half | 4·37 | 4·22 | 3·93 | 3·82 | 1·33 | 3·49 | 3·78 | 4·39 | 6·76 | 4·46 |
| | | 2nd „ | 4·28 | 4·92 | 3·61 | 3·25 | 0·90 | 3·12 | 3·71 | 3·58 | 5·37 | 4·27 |
| 12 | Total working expenses per train-mile . . . . „ | 1st half | 1·50 | 2·45 | 2·20 | 1·80 | 0·68 | 1·49 | 1·95 | 1·81 | 2·65 | 1·64 |
| | | 2nd „ | 1·54 | 2·27 | 1·91 | 1·94 | 1·04 | 1·53 | 1·84 | 2·08 | 2·79 | 1·47 |
| 13 | Net earnings per train-mile . „ | 1st half | 2·87 | 1·77 | 1·73 | 2·02 | 0·65 | 2·01 | 1·83 | 2·58 | 4·11 | 2·82 |
| | | 2nd „ | 2·74 | 2·65 | 1·70 | 1·31 | —0·14 | 1·59 | 1·87 | 1·50 | 2·58 | 2·80 |
| 14 | Cost per 1,000 gross ton miles moved (freight and dead-weight) . . . . . „ | 1st half | 3·86 | 7·11 | 5·32 | 5·18 | 9·99 | 4·15 | 5·56 | 5·06 | 6·15 | 3·98 |
| | | 2nd „ | 3·72 | 6·35 | 5·78 | 5·82 | 19·18 | 4·66 | 5·20 | 6·34 | 7·55 | 3·62 |
| 15 | Percentage of total working expenses on total earnings *Per cent.* | 1st half | 33·93 | 57·99 | 55·88 | 47·11 | 51·42 | 42·57 | 51·70 | 41·22 | 39·25 | 36·66 |
| | | 2nd „ | 35·29 | 46·10 | 52·86 | 59·63 | 115·94 | 48·93 | 49·53 | 58·15 | 51·89 | 34·36 |
| 16 | Percentage of total working expenses on total earnings, excluding from both sides of the account the charges for carriage of revenue stores . . . . *Per cent.* | 1st half | 32·58 | 58·25 | 55·72 | 45·65 | 50·87 | 40·93 | 50·03 | 40·13 | 38·57 | 35·50 |
| | | 2nd „ | 33·65 | 45·90 | 52·72 | 58·00 | 116·46 | 47·36 | 47·78 | 57·08 | 50·63 | 33·22 |
| 17 | (*Inclusive of Steam-boat Service.*) Percentage of total working expenses on total earnings (for details, see items 123–29 *Per cent.* | 1st half | 34·50 | 57·99 | 55·88 | 47·11 | 51·42 | 42·57 | 51·78 | 41·22 | 39·25 | 36·66 |
| | | 2nd „ | 36·06 | 46·10 | 52·86 | 59·63 | 115·94 | 48·93 | 49·56 | 58·15 | 51·89 | 34·36 |

* 5′ 6″ gauge

† Includes Nowshera-Durgai

‡ Great Indian Peninsula railway only; Indian Midland

§ Indian Midland

‖ Great Indian Peninsula railway only. Indian Midland

¶ Nizam's railway

** Calculated on the mileage, excluding the dock estates and quarry lines constructed and maintained by

# DIX 46.



*(by systems) during each half-year of 1901.*

prepared by the railways not shown.

| | 3′ 3⅜″ | | | | | | | | | | | GAUGE. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11 (*a*) to (*c*) | 12 (*b*) to (*d*) | 14 | 16 | 17 (*a*) & (*b*) | 9 (*g*) to (*j*) | 18 | 19 | 20 | 10 (*c*) | 21 | 23 | 24 | Class: No. | |
| Madras. | Eastern Bengal. | Assam-Bengal. | Bengal and North-Western. | Rohilkund and Kumaon. | Rajputana-Malwa. | Jodhpur-Bikaner. | Udaipur-Chitor. | Bhávnagar-Gondal-Junágad-Porbandar. | Hyderabad-Godavari Valley. | Southern Mahratta. | South Indian. | Burma. | Calendar year 1901. | Serial number. |
| 5′ 6″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | 3′ 3⅜″ | ... | 1 |
| 1,362·93 | 698·91 | 580·07 | 1,269·82 | 266·57 | 1,807·80 | 736·27 | 67·30 | 455·18 | 391·42 | 1,595·99 | 1,110·21 | 1,177·70 | ... | 2 |
| 272 | 110 | 85 | 222 | 47 | 250 | 71 | 7 | 64 | 42 | 218 | 182 | 186 | ... | 3 |
| ... | 0·37 | ... | ... | ... | 3·40 | ... | ... | ... | ... | 2·94 | ... | 51·79 | ... | |
| 22·84 | 0·64 | 1·26 | ... | 6·41 | 0·23 | ... | ... | 0·07 | ... | 48·37 | ... | 27·23 | ... | |
| 49·43 | 2·12 | 6·97 | 0·28 | 7·29 | 18·74 | ... | 1·10 | 0·34 | ... | 524·89 | 119·39 | 43·30 | ... | 4 |
| 270·68 | 18·57 | 80·86 | 5·11 | 4·40 | 306·40 | 159·82 | 30·75 | 121·23 | 221·73 | 246·89 | 207·91 | 147·83 | ... | |
| 153·53 | 13·34 | 28·11 | 4·05 | 5·81 | 149·83 | 57·11 | 6·98 | 63·90 | 13·95 | 93·71 | 82·48 | 101·41 | ... | |
| 1/20 | 1/20 | 1/63 | 1/200 | 1/10 | ... | 1/150 | 1/109 | 1/67 | 1/133 | 1/40 | 1/100 | 1/35 | ... | |
| 0·80 | 0·37 | 0·57 | 3·42 | 3·00 | ... | 2·31 | 0·46 | 0·07 | 5·41 | 2·94 | 3·12 | 9·81 | ... | 5 |
| | | | | | | | | | | | | | Calendar year 1901 by half-years. | |
| 2·25 | 2·93 | 0·38 | 3·35 | 5·07 | 6·27 | 1·91 | 2·44 | 2·51 | 2·50 | 1·22 | 3·61 | 2·96 | 1st half | 6 |
| 1·98 | 3·68 | 0·27 | 2·27 | 2·91 | 4·15 | 3·39 | 2·18 | 1·09 | 1·36 | 0·64 | 3·49 | 1·70 | 2nd ,, | |
| 2·28 | ... | ... | ... | ... | ... | ... | ... | ... | 2·19 | ... | ... | 2·72 | 1st half | 7 |
| 1·99 | ... | ... | ... | ... | ... | ... | ... | ... | 1·24 | ... | ... | 1·54 | 2nd ,, | |
| 1,35,986 | 81,609 | 1,16,046 | 70,140 | 41,659 | 75,775 | 23,871 | 29,818 | **49,518 | 59,464 | 79,289 | 69,433 | 87,927 | 1st half | 8 |
| 1,37,323 | 82,144 | 1,17,402 | 71,436 | 41,989 | 76,071 | 26,146 | 30,637 | **49,696 | 60,675 | 79,446 | 69,633 | 89,116 | 2nd ,, | |
| 234 | 178 | 72 | 155 | 131 | 326 | 52 | 66 | 94 | 107 | 107 | 179 | 223 | 1st half | 9 |
| 226 | 202 | 68 | 122 | 109 | 256 | 62 | 60 | 65 | 92 | 88 | 186 | 172 | 2nd ,, | |
| 115 | 88 | 54 | 62 | 51 | 137 | 34 | 37 | 46 | 49 | 70 | 80 | 116 | 1st half | 10 |
| 118 | 88 | 55 | 61 | 58 | 130 | 29 | 35 | 44 | 59 | 68 | 89 | 111 | 2nd ,, | |
| 3·56 | 2·93 | 3·41 | 2·94 | 3·15 | 3·97 | 2·49 | 4·48 | 4·01 | 2·81 | 2·64 | 3·13 | 3·61 | 1st half | 11 |
| 3·43 | 3·15 | 3·06 | 2·39 | 2·63 | 3·99 | 2·77 | 4·13 | 3·19 | 2·51 | 2·37 | 3·17 | 2·97 | 2nd ,, | |
| 1·74 | 1·44 | 2·58 | 1·18 | 1·22 | 1·67 | 1·65 | 2·56 | 1·97 | 1·27 | 1·71 | 1·40 | 1·87 | 1st half | 12 |
| 1·80 | 1·37 | 2·50 | 1·19 | 1·39 | 2·03 | 1·31 | 2·40 | 2·17 | 1·61 | 1·83 | 1·52 | 1·92 | 2nd ,, | |
| 1·81 | 1·49 | 0·83 | 1·76 | 1·93 | 2·30 | 0·85 | 1·91 | 2·04 | 1·54 | 0·93 | 1·73 | 1·74 | 1st half | 13 |
| 1·63 | 1·78 | 0·56 | 1·20 | 1·24 | 1·96 | 1·46 | 1·73 | 1·02 | 0·90 | 0·54 | 1·65 | 1·05 | 2nd ,, | |
| 5·60 | 7·74 | 11·75 | 5·31 | 7·00 | 6·58 | 9·33 | 11·90 | 10·83 | 5·80 | 9·16 | 7·77 | 9·31 | 1st half | 14 |
| 5·55 | 8·19 | 11·96 | 5·94 | 9·07 | 8·16 | 6·77 | 11·03 | 12·92 | 8·49 | 10·38 | 8·23 | 10·26 | 2nd half | |
| 49·05 | 49·09 | 75·54 | 40·15 | 38·81 | 42·10 | 66·05 | 57·22 | 49·15 | 45·25 | 64·76 | 44·71 | 51·89 | 1st half | 15 |
| 52·41 | 43·57 | 81·83 | 49·85 | 52·92 | 50·95 | 47·17 | 58·09 | 68·11 | 64·25 | 77·39 | 48·02 | 64·53 | 2nd ,, | |
| 49·65 | 46·98 | 75·22 | 38·83 | 37·92 | 41·48 | 65·14 | 57·14 | 48·67 | 44·09 | 63·29 | 44·22 | 50·01 | 1st half | 16 |
| 51·29 | 41·61 | 81·55 | 48·77 | 52·21 | 50·01 | 46·06 | 57·98 | 67·88 | 63·67 | 76·26 | 47·52 | 63·42 | 2nd ,, | |
| 49·95 | 51·24 | 75·58 | 40·43 | 38·44 | 42·10 | 66·05 | 57·22 | 49·15 | 45·25 | 64·76 | 44·71 | 52·32 | 1st half | 17 |
| 52·41 | 46·14 | 81·76 | 49·16 | 52·46 | 50·95 | 47·17 | 58·09 | 68·11 | 64·24 | 77·39 | 48·02 | 65·13 | 2nd ,, | |

only.
(2′ 6″ gauge) railway for 1st-half only.
railway for 1st and 2nd halves 2·72 and 1·35 respectively.
railway only.
railway for 1st and 2nd halves 1,27,582 and 1,30,252 respectively.
only.
the Native States as separate undertakings from the Bhavnagar-Gondal-Junagad-Porbandar railway.

P. T. O.

Appendix 46.
Analysis.

# APPEN

*Analysis of working of each railway*

NOTE.—These statistics are not

| Serial number. | PARTICULARS. | GAUGE. | 5′ 6″ | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Class : No. | 1 | 2 (*a*) | 3 | 4 (*a*) | 4 (*b*) | 6 | 7 | 8 (*a*) to (*g*) | 9 (*a*) to (*f*) | 10 (*a*) and (*b*) |
| | | Calendar year 1901 by half-years. | East Indian. | Eastern Bengal. | Bengal Central. | Bengal-Nágpur. | Raipur-Dhamtari (2′ 6″). | Oudh and Rohilkhand. | North Western. | Great Indian Peninsula. | Bombay, Baroda and Central India. | The Nizam's Guaranteed State. |
| | **DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.** | | | | | | | | | | | |
| 18 | Total working expenses for both coaching and goods traffic* in thousands of Rs. . *R* | 1st half | 1,22,04 | 20,01 | 2,12 | 31,80 | 25 | 25,04 | 1,14,02 | 1,23,33 | 40,26 | 7,87 |
| | | 2nd ,, | 1,24,59 | 23,34 | 3,67 | 33,68 | 26 | 28,14 | 1,09,27 | 1,20,03 | 36,27 | 6,34 |
| | Proportions, *dividing expenditure in ratio† of gross ton-mileage (freight and dead load)*— | | | | | | | | | | | |
| 19 | Coaching in thousands of Rs. . ,, | 1st half | 28,70 | 8,88 | 1,40 | 11,21 | 7 | 9,96 | 33,30 | 32,94 | 13,06 | 1,57 |
| | | 2nd ,, | 33,57 | 8,09 | 1,35 | 14,39 | 13 | 11,75 | 34,65 | 42,57 | 16,06 | 1,45 |
| 20 | Goods in thousands of Rs. . ,, | 1st half | 93,34 | 11,13 | 72 | 20,59 | 18 | 15,08 | 80,72 | 90,39 | 27,14 | 6,30 |
| | | 2nd ,, | 91,02 | 15,25 | 2,32 | 19,29 | 13 | 16,39 | 74,62 | 77,46 | 20,21 | 4,89 |
| | **COACHING TRAFFIC.** | | | | | | | | | | | |
| | Gross receipts and train-mileage (in thousands)— | | | | | | | | | | | |
| 21 | Receipts from coaching traffic *R* | 1st half | 1,08,18 | 16,61 | 3,86 | 29,20 | 17 | 27,51 | 70,62 | 66,91 | 31,97 | 4,86 |
| | | 2nd ,, | 1,20,07 | 15,43 | 3,85 | 29,31 | 13 | 29,84 | 78,05 | 63,30 | 27,61 | 4,49 |
| 22 | Coaching train-miles run . . | 1st half | 3,049 | 532 | 107 | 834 | 12 | 1,043 | 2,472 | 2,704 | 838 | 136 |
| | | 2nd ,, | 3,209 | 553 | 88 | 936 | 14 | 1,127 | 2,769 | 2,826 | 863 | 136 |
| 23 | Average coaching receipts per train-mile . . . . *R* | 1st half | 3'55 | 3'12 | 3'61 | 3'50 | 1'43 | 2'64 | 2'86 | 2'47 | 3'82 | 3'58 |
| | | 2nd ,, | 3'74 | 2'97 | 4'36 | 3'13 | 0'96 | 2'65 | 2'82 | 2'44 | 3'20 | 3'30 |
| | UNITS AND UNIT-MILEAGE— | | | | | | | | | | | |
| | Number of units carried one mile (in thousands)— | | | | | | | | | | | |
| 24 | 1st class . . . *Unit-miles* | 1st half | 4,083 | 727 | 39 | 708 | 2 | 1,228 | 3,719 | 5,323 | 1,812 | 310 |
| | | 2nd ,, | 4,353 | 744 | 43 | 835 | 1 | 1,364 | 3,377 | 6,199 | 1,509 | 305 |
| 25 | 2nd ,, . . . ,, | 1st half | 12,920 | 1,794 | 277 | 2,204 | 3 | 4,185 | 11,517 | 24,200 | 12,169 | 1,887 |
| | | 2nd ,, | 14,838 | 1,939 | 322 | 3,263 | 2 | 4,715 | 11,228 | 24,881 | 9,367 | 1,800 |
| 26 | 3rd or intermediate class ,, | 1st half | 44,213 | 9,725 | 1,066 | 5,926 | 15 | 10,778 | 36,635 | ‡41,617 | 25,092 | ‡4,881 |
| | | 2nd ,, | 47,735 | 10,324 | 1,295 | 5,396 | 29 | 12,006 | 37,910 | ‡40,789 | 21,771 | ‡4,734 |
| 27 | 4th or lowest ,, ,, | 1st half | 616,891 | 100,904 | 20,717 | 209,042 | 1,447 | 165,513 | 446,345 | ‖372,045 | 169,386 | ‖27,250 |
| | | 2nd ,, | 684,369 | 82,766 | 20,269 | 202,176 | 1,117 | 175,269 | 481,656 | ‖338,750 | 146,301 | ‖25,967 |
| 28 | Total passenger unit-mileage ,, | 1st half | 678,107 | 113,150 | 22,099 | 217,880 | 1,467 | 181,704 | 498,216 | 443,185 | 208,459 | 34,328 |
| | | 2nd ,, | 751,295 | 95,773 | 21,929 | 211,670 | 1,149 | 193,354 | 534,171 | 410,619 | 178,948 | 32,807 |
| 29 | Other coaching traffic . *Ton-miles* | 1st half | 8,965 | 763 | 147 | 1,064 | 5 | 1,280 | 4,392 | 7,036 | 2,594 | 397 |
| | | 2nd ,, | 11,439 | 730 | 136 | 1,285 | 5 | 1,514 | 6,107 | 6,228 | 2,274 | 232 |
| | Average sum received for carrying a unit one mile— | | | | | | | | | | | |
| 30 | 1st class . . . . *Pies* | 1st half | 14'61 | 14'13 | 14'31 | 15'93 | 16'84 | 11'49 | 10'15 | 10'99 | 9'76 | 14'64 |
| | | 2nd ,, | 14'63 | 13'68 | 15'12 | 14'29 | 17'17 | 11'42 | 10 61 | 10'79 | 10'10 | 12'38 |
| 31 | 2nd ,, . . . . ,, | 1st half | 6'16 | 6'87 | 7'54 | 6'95 | 6'99 | 5'25 | 4'31 | 4'30 | 4'62 | 4'52 |
| | | 2nd ,, | 6'06 | 6'48 | 7'23 | 5'60 | 7'50 | 5'23 | 4'53 | 4'26 | 5'04 | 4'22 |
| 32 | 3rd or intermediate class . ,, | 1st half | 3'26 | 3'08 | 3'52 | 3'17 | 3'00 | 3'08 | 3'01 | ‡2'99 | 2'99 | ‡2'50 |
| | | 2nd ,, | 3'27 | 3'02 | 3'45 | 3'21 | 3'00 | 3'03 | 3 01 | ‡2'99 | 2'99 | ‡2'50 |
| 33 | 4th or lowest ,, . ,, | 1st half | 2'48 | 2'26 | 3'00 | 2'25 | 2'00 | 2'46 | 2'26 | ‖2'05 | 2'27 | ‖2'00 |
| | | 2nd ,, | 2'43 | 2'49 | 3'00 | 2'31 | 2'00 | 2'48 | 2'27 | ‖2'04 | 2'29 | ‖2'00 |
| 34 | Average for all classes . . ,, | 1st half | 2'67 | 2'48 | 3'10 | 2'37 | 2'04 | 2'62 | 2'42 | 2'36 | 2'56 | 2'32 |
| | | 2nd ,, | 2'62 | 2'71 | 3'11 | 2'43 | 2'05 | 2'65 | 2'42 | 2'40 | 2'59 | 2'29 |
| 35 | Other coaching traffic per ton-mile . . . . . ,, | 1st half | 29'68 | 49 99 | 39'79 | 41'99 | 39'36 | 40'29 | 33'78 | 33'63 | 30'92 | 33'96 |
| | | 2nd ,, | 29'35 | 49 77 | 41'33 | 37'10 | 36'48 | 40'15 | 33'67 | 36'75 | 29'68 | 48'20 |

* Excluding steam-boat expenses, and after deducting telegraph

† For "freight" passenger units (items 24 to 27) have been
First class passenger with free luggage . .
Second ,, ,, ,, . . .
Third or fourth class passenger with free luggage
*plus* the ton-mileage of other coaching trains.

‡ Third class by mail train

‖ Third class by other than mail train.

## DIX 46—*continued.*



*(by systems) during each half-year of 1901*—contd.

prepared by the railways not shown.

| | 3′ 3⅜″ | | | | | | | | | | | GAUGE. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11 (*a*) & (*c*) | 12 (*b*) to (*d*) | 14 | 16 | 17 (*a*) & (*b*) | 19 (*g*) to (*j*) | 18 | 19 | 20 | 10 (*c*) | 21 | 23 | 24 | Class: No. | Serial number. |
| Madras. | Eastern Bengal. | Assam-Bengal. | Bengal and North-Western. | Rohilkund and Kumaon. | Rajputana-Malwa. | Jodhpur-Bikaner. | Udaipur-Chitor. | Bhávnagar-Gondal-Junágad-Porbandar | Hyderabad-Godávari-Valley. | Southern Mahratta. | South Indian. | Burma. | Calendar year 1901 by half-years. | |
| 38,98 | 15,56 | 7,80 | 18,45 | 3,76 | 62,55 | 5,89 | 65 | 5,26 | 4,02 | 28,08 | 21,86 | 33,20 | 1st half | 18 |
| 38,78 | 15,72 | 8,03 | 18,45 | 4,10 | 59,26 | 5,33 | 61 | 5,11 | 5,46 | 27,48 | 24,16 | 33,15 | 2nd „ | |
| 11,90 | 5,66 | 3,35 | 7,03 | 1,32 | 11,69 | 2,46 | 36 | 2,66 | 1,73 | 9,62 | 11,16 | 11,20 | 1st half | 19 |
| 11,43 | 5,58 | 3,75 | 8,49 | 1,73 | 15,25 | 2,28 | 34 | 3,05 | 2,61 | 10,70 | 11,71 | 12,60 | 2nd „ | |
| 27,08 | 9,90 | 4,45 | 11,42 | 2,44 | 50,86 | 3,43 | 29 | 2,60 | 2,29 | 18,46 | 10,70 | 22,00 | 1st half | 20 |
| 27,33 | 10,14 | 4,28 | 9,97 | 2,37 | 44,01 | 3,05 | 27 | 2,06 | 2,85 | 16,78 | 12,45 | 20,55 | 2nd „ | |
| 31,11 | 14,12 | 6,37 | 19,35 | 4,07 | 36,88 | 3,89 | 53 | 5,78 | 3,97 | 16,48 | 27,23 | 29,47 | 1st half | 21 |
| 30,54 | 13,75 | 5,17 | 20,81 | 3,76 | 37,29 | 4,86 | 50 | 4,80 | 3,85 | 14,45 | 27,47 | 24,48 | 2nd „ | |
| 1,062 | 465 | 134 | 812 | 136 | 1,061 | 162 | 14 | 156 | 136 | 671 | 892 | 669 | 1st half | 22 |
| 1,033 | 516 | 166 | 907 | 143 | 1,091 | 190 | 14 | 157 | 155 | 685 | 866 | 685 | 2nd „ | |
| 2·93 | 3·04 | 4·74 | 2·38 | 2·99 | 3·48 | 2·40 | 3·88 | 3·71 | 2·91 | 2·46 | 3·05 | 4·40 | 1st half | 23 |
| 2·96 | 2·67 | 3·12 | 2·29 | 2·63 | 3·42 | 2·56 | 3·59 | 3·06 | 2·49 | 2·11 | 3·17 | 3·58 | 2nd „ | |
| 2,147 | 417 | 125 | 398 | 125 | 975 | 71 | 14 | 182 | 188 | 776 | 764 | 884 | 1st half | 24 |
| 1,805 | 405 | 141 | 369 | 164 | 849 | 170 | 14 | 136 | 203 | 770 | 731 | 858 | 2nd „ | |
| 6,665 | 1,424 | 268 | 819 | 722 | 4,096 | 563 | 36 | 1,166 | 1,135 | 2,709 | 2,685 | 4,368 | 1st half | 25 |
| 7,256 | 1,525 | 313 | 832 | 891 | 3,608 | 713 | 39 | 854 | 1,205 | 2,414 | 3,484 | 3,367 | 2nd „ | |
| 914 | 5,853 | 119 | 2,325 | 273 | 10,337 | ... | 68 | 1,105 | ... | ... | ... | ... | 1st hal | 26 |
| 878 | 5,785 | 124 | 2,614 | 290 | 9,861 | ... | 62 | 987 | ... | ... | ... | ... | 2nd „ | |
| 202,098 | 85,069 | 36,953 | 165,872 | 27,068 | 2,81,889 | 30,941 | 4,337 | 32,714 | 31,422 | 126,959 | 229,538 | 164,325 | 1st half | 27 |
| 205,807 | 81,796 | 29,035 | 181,313 | 23,276 | 2,90,630 | 37,885 | 4,061 | 27,334 | 30,427 | 107,115 | 232,591 | 132,777 | 2nd „ | |
| 211,804 | 92,763 | 37,465 | 169,414 | 28,188 | 297,297 | 31,575 | 4,455 | 35,167 | 32,745 | 130,444 | 232,987 | 169,577 | 1st half | 28 |
| 215,746 | 89,511 | 29,813 | 185,128 | 24,621 | 304,948 | 38,768 | 4,176 | 29,311 | 31,835 | 110,299 | 236,806 | 137,002 | 2nd „ | |
| 2,121 | 532 | 146 | 523 | 146 | 2,555 | 251 | 21 | 169 | 134 | 830 | 604 | 705 | 1st half | 29 |
| 1,791 | 526 | 170 | 500 | 130 | 2,443 | 225 | 19 | 139 | 108 | 844 | 572 | 806 | 2nd „ | |
| 11·91 | 13·87 | 15·22 | 12·89 | 25·91 | 13·27 | 17·14 | 18·00 | 11·21 | 11·38 | 11·24 | 11·66 | 14·59 | 1st half | 30 |
| 12 91 | 13·70 | 15·09 | 12·58 | 26·90 | 13·35 | 13·62 | 18·00 | 11·28 | 10·39 | 11 30 | 11·39 | 15·02 | 2nd „ | |
| 5·38 | 6·58 | 7·66 | 6·00 | 8·43 | 5·64 | 6·00 | 9·00 | 5·51 | 4·76 | 5·02 | 5·91 | 6·26 | 1st half | 31 |
| 4·39 | 5·94 | 7·74 | 5·79 | 7·28 | 6·08 | 5·96 | 9·00 | 5·61 | 4·36 | 5·04 | 4·98 | 6·96 | 2nd „ | |
| 4·50 | 2·76 | 4·50 | 3·04 | 4·00 | 2·98 | ... | 3·00 | 4·00 | ... | ... | ... | ... | 1st half | 32 |
| 4·50 | 3·07 | 4·50 | 3·05 | 4·00 | 2 98 | ... | 3·00 | 4·00 | ... | ... | ... | ... | 2nd „ | |
| 2·23 | 2·50 | 3·00 | 2·00 | 2·18 | 2·00 | 2 00 | 1·99 | 2·75 | 2·00 | 2·02 | 2·05 | 3·03 | 1st half | 33 |
| 2·22 | 2·50 | 3·00 | 2·00 | 2 21 | 2·00 | 2·05 | 2·00 | 2·75 | 2·00 | 2·04 | 2·03 | 3·05 | 2nd „ | |
| 2·44 | 2·63 | 3 08 | 2·06 | 2·47 | 2·12 | 2·11 | 2·11 | 2·92 | 2·15 | 2·14 | 2·12 | 3·18 | 1st half | 34 |
| 2·39 | 2·65 | 3·11 | 2·05 | 2·58 | 2·11 | 2·18 | 2·13 | 2·92 | 2·14 | 2·17 | 2·10 | 3·22 | 2nd „ | |
| 37·08 | 49·36 | 47·43 | 43·69 | 58·30 | 30·22 | 32·56 | 33·82 | 47·81 | 44·34 | 44·72 | 46·18 | 38·76 | 1st half | 35 |
| 38·99 | 51·46 | 41·58 | 39·36 | 67·56 | 29·84 | 38·86 | 32·10 | 47·76 | 53·67 | 44·68 | 51·73 | 35·68 | 2nd „ | |

and sundry receipts, and leaving only the balance of payments to other lines for mileage, etc. converted into tons at the following rates, *viz.*:—

. . . . . 0·10 ton.
. . . . . 0·08 „
. . . . . 0·06 „

*P. T. O.*

## Appendix 46.
Analysis.

## APPEN

*Analysis of working of each railway*

NOTE.—These statistics are not

| Serial number. | Particulars. | Gauge. | 5′ 6″ | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Class: No. | 1 | 2 (*a*) | 3 | 4 (*a*) | 4 (*b*) | 6 | 7 | 8 (*a*) *to* (*g*) | 9 (*a*) *to* (*f*) | 10 (*a*) & (*b*) |
| | | Calendar year 1901 by half-years. | East Indian. | Eastern Bengal. | Bengal Central. | Bengal-Nágpur. | Raipur Dhamtari (2′ 6″). | Oudh and Rohilkhand. | North Western. | Great Indian Peninsula. | Bombay, Baroda and Central India. | The Nizam's Guaranteed State. |
| | COACHING TRAFFIC—*contd.* | | | | | | | | | | | |
| | UNITS AND UNIT-MILEAGE—*concld.* | | | | | | | | | | | |
| | Average number of units in a train— | | | | | | | | | | | |
| 36 | 1st class . . *No.* | 1st half | 1·34 | 1·36 | 0·36 | 0·85 | 0·14 | 1·18 | 1·50 | 1·97 | 2·16 | 2·29 |
| | | 2nd „ | 1·36 | 1·35 | 0·48 | 0·89 | 0·07 | 1·21 | 1·22 | 2·19 | 1·75 | 2·25 |
| 37 | 2nd „ . . „ | 1st half | 4·24 | 3·37 | 2·59 | 2·64 | 0·27 | 4·01 | 4·66 | 8·95 | 14·52 | 13·91 |
| | | 2nd „ | 4·62 | 3·51 | 3·65 | 3·49 | 0·13 | 4·18 | 4·06 | 8·81 | 10·85 | 13·22 |
| 38 | 3rd or intermediate class „ | 1st half | 14·50 | 18·28 | 9·98 | 7·10 | 1·31 | 10·34 | 14·82 | *15·39 | 29·95 | 236·92 |
| | | 2nd „ | 14·87 | 18·67 | 14·68 | 5·77 | 2·09 | 10 65 | 13·69 | *14·43 | 25·23 | 225·36 |
| 39 | 4th or lowest „ „ „ | 1st half | 202·33 | 189·60 | 193·80 | 250 60 | 124·69 | 158·76 | 180·53 | †137·61 | 202·13 | |
| | | 2nd „ | 213·25 | 149·67 | 229·69 | 216·05 | 81·80 | 155·47 | 173·97 | †119·87 | 169·51 | |
| 40 | Total passenger units „ | 1st half | 222·41 | 212·61 | 206·73 | 261·19 | 126·41 | 174·29 | 201·51 | 163·92 | 248·76 | 253·12 |
| | | 2nd „ | 234·10 | 173·20 | 248·50 | 226·20 | 84·09 | 171·51 | 192·94 | 145·30 | 207·34 | 240·83 |
| 41 | Other coaching traffic *Tons* | 1st half | 2·94 | 1·43 | 1·38 | 1·28 | 0·42 | 1·23 | 1·78 | 2·60 | 3·10 | 2·93 |
| | | 2nd „ | 3·56 | 1·32 | 1·54 | 1·37 | 0 36 | 1·34 | 2·21 | 2·20 | 2·63 | 1·70 |
| | VEHICLES AND VEHICLE-MILEAGE— | | | | | | | | | | | |
| | Number of coaching vehicles (in thousands) hauled one mile— | | | | | | | | | | | |
| 42 | 1st class . . *Vehicle-miles* | 1st half | 4,372 | 608 | 118 | 1,192 | 3 | 1,324 | 3,324 | 4,302 | 910 | 366 |
| | | 2nd „ | 4,762 | 622 | 89 | 1,190 | 3 | 1,469 | 3,613 | 4,541 | 915 | 364 |
| 43 | 2nd „ . . „ | 1st half | 4,323 | 612 | 141 | 1,229 | 3 | 1,397 | 3,247 | 5,541 | 1,675 | 326 |
| | | 2nd „ | 4,608 | 607 | 130 | 1,326 | 3 | 1,297 | 3,458 | 5,673 | 1,615 | 321 |
| 44 | 3rd or intermediate class „ | 1st half | 3,919 | 1,249 | 183 | 867 | 107 | 1,658 | 3,532 | * 2,675 | 946 | 1,467 |
| | | 2nd „ | 4,424 | 1,173 | 158 | 945 | | 1,574 | 3,823 | * 2,804 | 968 | |
| 45 | 4th or lowest „ „ | 1st half | 28,720 | 4,029 | 939 | 9,411 | 106 | 7,676 | 22,148 | †16,475 | 6,759 | 1,523 |
| | | 2nd „ | 30,829 | 4,143 | 858 | 10,078 | | 8,585 | 25,052 | †16,745 | 6,757 | |
| 46 | Other vehicles „ | 1st half | 4,511 | 937 | 223 | 1,075 | 3 | 574 | 3,046 | 4,334 | 1,579 | 240 |
| | | 2nd „ | 4,521 | 1,025 | 216 | 1,233 | 11 | 723 | 2,789 | 4,447 | 1,591 | 270 |
| 47 | Brake-vans „ | 1st half | 5,273 | 565 | 152 | 1,662 | 21 | 1,899 | 4,619 | 4,788 | 1,028 | 272 |
| | | 2nd „ | 5,500 | 557 | 142 | 1,823 | 24 | 2,066 | 5,054 | 4,947 | 1,055 | 273 |
| 48 | Total . „ | 1st half | 51,118 | 8,000 | 1,755 | 15,436 | 137 | 14,328 | 39,916 | 38,115 | 12,897 | 2,671 |
| | | 2nd „ | 54,644 | 8,127 | 1,593 | 16,595 | 147 | 15,714 | 43,789 | 39,157 | 12,900 | 2,751 |
| | Average number of vehicles in a coaching train— | | | | | | | | | | | |
| 49 | 1st class . *No.* | 1st half | 1·43 | 1·14 | 1·10 | 1·43 | 0·27 | 1·27 | 1·34 | 1·59 | 1·08 | 1·19 |
| | | 2nd „ | 1·48 | 1·13 | 1·01 | 1·27 | 0·23 | 1·30 | 1·31 | 1 61 | 1·06 | 2·67 |
| 50 | 2nd „ . „ | 1st half | 1·42 | 1·15 | 1·32 | 1·47 | 0·27 | 1·15 | 1·31 | 2·05 | 2·80 | 1·06 |
| | | 2nd „ | 1·44 | 1·10 | 1·47 | 1·43 | 0·23 | 1·15 | 1·25 | 2·01 | 1·87 | 2·36 |
| 51 | 3rd or intermediate class „ | 1st half | 1·29 | 2·35 | 1·70 | 1·04 | 9·19 | 1·59 | 1·43 | * 0·99 | 1·13 | 4·78 |
| | | 2nd „ | 1·38 | 2·12 | 1·80 | 1·01 | | 1·40 | 1·38 | * 0·99 | 1·12 | 11·18 |
| 52 | 4th or lowest „ „ | 1st half | 9·42 | 7·57 | 8·79 | 11·28 | 7·76 | 7·36 | 8·96 | †6·10 | 8·07 | |
| | | 2nd „ | 9·61 | 7·49 | 9·73 | 10·77 | | 7·62 | 9 05 | †5·93 | 7·83 | |
| 53 | Other vehicles „ | 1st half | 1·48 | 1·76 | 2·22 | 1·29 | 0·27 | 0·55 | 1·23 | 1·60 | 1·88 | 0·78 |
| | | 2nd „ | 1·41 | 1·85 | 2·44 | 1·31 | 0·78 | 0·64 | 1·01 | 1·57 | 1·84 | 1·98 |
| 54 | Brake-vans „ | 1st half | 1 73 | 1·06 | 1·43 | 1·99 | 1·83 | 1 82 | 1·87 | 1·77 | 1·23 | 0·89 |
| | | 2nd „ | 1·71 | 1·01 | 1·61 | 1·96 | 1·74 | 1·83 | 1·82 | 1·75 | 1 23 | 2·00 |
| 55 | Total . „ | 1st half | 16·77 | 15·03 | 16·43 | 18·50 | 11·83 | 13·74 | 16·14 | 14·10 | 15·3 | 8·70 |
| | | 2nd „ | 17·03 | 14·70 | 1 806 | 17·73 | 10·74 | 13·94 | 15·82 | 13·86 | 14·95 | 20·19 |
| | Average earnings per coaching vehicle per miles— | | | | | | | | | | | |
| 56 | 1st class . *Pies* | 1st half | 13·64 | 16·86 | 4·69 | 9·46 | 9·08 | 10·66 | 11·35 | 13·60 | 19·45 | 12·15 |
| | | 2nd „ | 13·37 | 16·36 | 7·31 | 10·03 | 5·36 | 10·61 | 9·92 | 14·73 | 16·64 | 10·42 |
| 57 | 2nd „ . „ | 1st half | 18·42 | 20·13 | 14·77 | 12·46 | 7·06 | 18·36 | 15·30 | 18·78 | 33·55 | 26·18 |
| | | 2nd „ | 19·53 | 20·71 | 17·91 | 13·78 | 4·25 | 19 02 | 14·70 | 18·69 | 29·25 | 23·65 |
| 58 | 3rd or intermediate class „ | 1st half | 36·76 | 23·97 | 20·68 | 21·64 | 27·56 | 20·02 | 31·21 | * 46·50 | 79 26 | 45·46 |
| | | 2nd „ | 35·28 | 26·59 | 28·18 | 18·36 | 21·88 | 23·08 | 29·87 | * 43·48 | 67·15 | 41·80 |
| 59 | 4th or lowest „ „ | 1st half | 53·19 | 56·64 | 366·16 | 50·01 | | 53·06 | 45·60 | † 46·20 | 56·93 | |
| | | 2nd „ | 53 84 | 49·71 | 70·83 | 46·39 | | 50·73 | 43·60 | † 41 30 | 49·60 | |
| 60 | Other vehicles „ | 1st half | 58·97 | 40·72 | 26·37 | 41·55 | 61·52 | 89·83 | 48·70 | 54·59 | 50·78 | 56·16 |
| | | 2nd „ | 74·27 | 35·47 | 26·09 | 38·71 | 16·82 | 184·04 | 73·74 | 51·48 | 42·44 | 41·30 |

* Third class by mail trains. † Third class by other than mail trains.

# DIX 46—*contd.*



*(by systems) during each half-year of 1901*—contd.

prepared by the railways not shown.

| | 3′ 3⅜″ | | | | | | | | | | | Gauge. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11 (*a*) & (*c*) | 12 (*b*) to (*d*) | 14 | 16 | 17 (*a*) & (*e*) | 9 to (*g*) (*j*) | 18 | 19 | 20 | 10 (*c*) | 21 | 23 | 24 | Class: No. | Serial number. |
| Madras. | Eastern Bengal. | Assam-Bengal. | Bengal and North-Western. | Rohilkund and Kumaon | Rajputana-Malwa. | Jodhpur-Bikaner. | Udaipur-Chitor. | Bhávnagar-Gondal-Junágad-Porbandar. | Hyderabad-Godávári Valley. | Southern Mahratta. | South Indian. | Burma. | Calendar year 1901 by half-years. | |
| 2·02 | 0·90 | 0·92 | 0·49 | 0·91 | 0·92 | 0·44 | 0·98 | 1·17 | 1·38 | 1·16 | 0·86 | 1·32 | 1st half | 36 |
| 1·75 | 0·79 | 0 85 | 0·41 | 1·14 | 0·78 | 0 90 | 0·99 | 0·87 | 1·31 | 1·12 | 0·84 | 1·25 | 2nd ,, | |
| 6·26 | 3·06 | 2·00 | 1·01 | 5·31 | 3·86 | 3·47 | 2 62 | 7·48 | 8·32 | 4·04 | 3·01 | 6·53 | 1st half | 37 |
| 7·02 | 3·96 | 1 89 | 0·92 | 6·23 | 3·31 | 3·75 | 2·78 | 5·45 | 7·80 | 3·52 | 4·02 | 4·92 | 2nd ,, | |
| 0·86 | 12·60 | 0·88 | 2·86 | 2·01 | 9·74 | ... | 4·92 | 7·10 | ... | ... | ... | ... | 1st half | 38 |
| 0·85 | 11·22 | 0·75 | 2·88 | 2·03 | 9·03 | ... | 4·42 | 6 30 | ... | ... | ... | ... | 2nd ,, | |
| 190·33 | 183·10 | 275·06 | 204·19 | 199·02 | 265·75 | 190·77 | 315·16 | 210·00 | 230·33 | 189·31 | 257·40 | 245·62 | 1st half | 39 |
| 199·18 | 158·63 | 175·01 | 199·84 | 162·82 | 266·29 | 199·52 | 290 77 | 174·53 | 196 74 | 156 32 | 268·63 | 193·96 | 2nd ,, | |
| 199·47 | 199·66 | 278·86 | 208·55 | 207·25 | 280·27 | 194·68 | 323·68 | 225·79 | 240·03 | 194·51 | 261·27 | 253·47 | 1st half | 40 |
| 208·80 | 173·60 | 178·50 | 204·05 | 172·22 | 279·41 | 204·17 | 298·96 | 187·15 | 205·85 | 160 96 | 273·49 | 200·13 | 2nd ,, | |
| 2·00 | 1·19 | 1·08 | 0·64 | 1·07 | 2·41 | 1·55 | 1·54 | 1·08 | 0·98 | 1·24 | 0·68 | 1·05 | 1st half | 41 |
| 1·73 | 1·02 | 1·02 | 0·55 | 0·91 | 2·24 | 1·18 | 1·37 | 0·89 | 0 70 | 1·23 | 0·66 | 1·18 | 2nd ,, | |
| 1,389 | 580 | 213 | 1,435 | 204 | 1,673 | 193 | 17 | 312 | 294 | 805 | 977 | 1,216 | 1st half | 42 |
| 1,302 | 616 | 291 | 1,457 | 217 | 1,698 | 241 | 17 | 304 | 316 | 832 | 988 | 1,205 | 2nd ,, | |
| 1,585 | 540 | 210 | 1,283 | 174 | 1,604 | 225 | 17 | 433 | 305 | 901 | 1,213 | 1,614 | 1st half | 43 |
| 1,442 | 621 | 273 | 1,359 | 200 | 1,617 | 260 | 19 | 410 | 313 | 894 | 1,185 | 1,567 | 2nd ,, | |
| 410 | 1,139 | 123 | 1,265 | 105 | 834 | ... | 26 | 242 | ... | ... | ... | ... | 1st half | 44 |
| 275 | 1,072 | 194 | 1,429 | 101 | 865 | ... | 27 | 256 | ... | ... | ... | ... | 2nd ,, | |
| 8,564 | 5,056 | 2,077 | 12,022 | 1,612 | 17,072 | 1,070 | 242 | 1,881 | 1,545 | 8,604 | 12,704 | 10,668 | 1st half | 45 |
| 8,881 | 5,341 | 2,079 | 12,973 | 1,602 | 18,100 | 2,450 | 223 | 1,845 | 1,509 | 8,077 | 12,551 | 10,551 | 2nd ,, | |
| 1,555 | 795 | 408 | 294 | 86 | 1,304 | 169 | 3 | 127 | 172 | 667 | 2,182 | 898 | 1st half | 46 |
| 1,140 | 697 | 238 | 284 | 108 | 1,687 | 245 | 4 | 116 | 147 | 854 | 2,253 | 678 | 2nd ,, | |
| ... | 484 | 190 | 1,471 | 257 | 3,145 | 492 | 49 | 411 | 273 | 1,220 | 2 | 912 | 1st half | 47 |
| ... | 531 | 234 | 1,665 | 280 | 3,202 | 556 | 51 | 402 | 309 | 1,049 | 3 | 1,182 | 2nd ,, | |
| 13,503 | 8,594 | 3,221 | 17,770 | 2,418 | 26,632 | 3,049 | 354 | 3,406 | 2,589 | 12,197 | 17,078 | 15,308 | 1st half | 48 |
| 13,040 | 8,878 | 3,309 | 19,167 | 2,508 | 26,569 | 3,752 | 341 | 3,333 | 2,594 | 11,706 | 16,980 | 15,183 | 2nd ,, | |
| 1·31 | 1·25 | 1·58 | 1·76 | 1·50 | 1·58 | 1·19 | 1·20 | 2·00 | 1·04 | 1·20 | 1·09 | 1·82 | 1st half | 49 |
| 1·26 | 1·19 | 1·75 | 1·61 | 1·52 | 1·56 | 1·27 | 1 22 | 1·94 | 2·04 | 1·21 | 1·14 | 1·76 | 2nd ,, | |
| 1·49 | 1·16 | 1·56 | 1·58 | 1·29 | 1·51 | 1 39 | 1·21 | 2·78 | 1·09 | 1·34 | 1·36 | 2·41 | 1st half | 50 |
| 1·40 | 1·20 | 1·64 | 1·50 | 1·40 | 1·48 | 1·37 | 1·38 | 2·62 | 2·02 | 1·30 | 1·37 | 2·29 | 2nd ,, | |
| 0·39 | 2·45 | 0·92 | 1·56 | 0·77 | 0·79 | ... | 1 87 | 1·56 | ... | ... | ... | ... | 1st half | 51 |
| 0·27 | 2·08 | 1·17 | 1·58 | 0 70 | 0 79 | ... | 1·93 | 1 63 | ... | ... | ... | ... | 2nd ,, | |
| 8·07 | 10·88 | 15·46 | 14·80 | 11·85 | 16·09 | 12·15 | 17·62 | 12·08 | 5·49 | 12·83 | 14·25 | 15·95 | 1st half | 52 |
| 8·59 | 10·36 | 12·53 | 14 30 | 11·21 | 16 58 | 12·90 | 15·93 | 11·78 | 9·76 | 11·79 | 14 50 | 15·41 | 2nd ,, | |
| 1·46 | 1·71 | 3·04 | 0 36 | 0·63 | 1·23 | 1·04 | 0·22 | 0·82 | 0·61 | 0·99 | 2·45 | 1·34 | 1st half | 53 |
| 1·10 | 1 35 | 1·44 | 0·31 | 0·75 | 1·00 | 1·29 | 0·27 | 0·74 | 0·95 | 1·25 | 2·60 | 0 99 | 2nd ,, | |
| ... | 1·04 | 1·41 | 1·81 | 1·89 | 2·96 | 3·03 | 3·59 | 2·64 | 0·97 | 1·82 | 0·02 | 1·36 | 1st half | 54 |
| ... | 1·03 | 1·41 | 1·83 | 1·96 | 2·93 | 2·93 | 3·65 | 2·57 | 2·00 | 1·53 | 0·00 | 1·73 | 2nd ,, | |
| 12·72 | 18·49 | 23·97 | 21·87 | 17·93 | 24·16 | 18·80 | 25 71 | 21·88 | 9·20 | 18·18 | 19·15 | 22·88 | 1st half | 55 |
| 12 62 | 17·21 | 19·94 | 21·13 | 17·54 | 24·34 | 19·76 | 24·38 | 21·28 | 16·77 | 17·08 | 19·61 | 22·18 | 2nd ,, | |
| 18·41 | 9·99 | 8·91 | 3·55 | 15·87 | 7·73 | 6·28 | 14·65 | 6·55 | 7·30 | 10·84 | 9·11 | 10 60 | 1st half | 56 |
| 17·89 | 9·02 | 7·31 | 3·18 | 20·28 | 6·67 | 9·61 | 14·83 | 5·04 | 6·67 | 10·45 | 8·43 | 10·69 | 2nd ,, | |
| 22·57 | 17·36 | 9·80 | 3·83 | 34·67 | 14·41 | 14·97 | 19·43 | 14·84 | 17·79 | 15·09 | 13·08 | 16·95 | 1st half | 57 |
| 22·30 | 14·59 | 8·88 | 3·55 | 32·48 | 13 56 | 16·39 | 18·02 | 11·70 | 16·69 | 13·60 | 14·66 | 14·96 | 2nd ,, | |
| 10·03 | 14·14 | 4·33 | 5·59 | 10·46 | 36·89 | ... | 7·92 | 18·24 | ... | ... | ... | ... | 1st half | 58 |
| 14·39 | 16·35 | 2·88 | 5·57 | 11·51 | 34 00 | ... | 6·85 | 15·43 | ... | ... | ... | ... | 2nd ,, | |
| 52·70 | 42·07 | 53·38 | 27·59 | 36·70 | 33·04 | 31·42 | 85·65 | 47·82 | 40·67 | 29·87 | 37·60 | 46·70 | 1st half | 59 |
| 51·50 | 38·29 | 42·85 | 27·94 | 32·08 | 32·07 | 31·81 | 36·49 | 40 74 | 40·33 | 27·10 | 37·62 | 38 38 | 2nd ,, | |
| 51·78 | 27·92 | 16·97 | 77·56 | 99·38 | 59·22 | 48·40 | 236·14 | 63·51 | 34·44 | 50·70 | 12·77 | 30·43 | 1st half | 60 |
| 61·27 | 38·89 | 29·71 | 69·30 | 81·20 | 67·04 | 35·63 | 165·46 | 57·28 | 39·62 | 44·12 | 13·13 | 42·39 | 2nd ,, | |

## Appendix 46.
Analysis.

## APPEN
*Analysis of working of each railway*

NOTE.—These statistics are not

| Serial number. | PARTICULARS. | GAUGE | 5′ 6″. | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Class: No. | 1 | 2 (a) | 3 | 4 (a) | 4 (b) | 6 | 7 | (8)(a)to(g) | 9 (a)to(f) | 10 (a)&(b) | |
| | | Calender year 1901 by half-years. | East Indian. | Eastern Bengal. | Bengal Central. | Bengal-Nagpur. | Raipur-Dhamtari (2′ 6″). | Oudh and Rohilkhand. | North Western. | Great Indian Peninsula. | Bombay, Baroda and Central India. | The Nizam's Guaranteed State. | |
| | COACHING TRAFFIC—*contd.* VEHICLES AND VEHICLE-MILEAGE—*concld.* | | | | | | | | | | | | |
| | Carrying capacity hauled one mile (excluding brakes) (in thousands)— | | | | | | | | | | | | |
| 61 | 1st class . . . . *Seats* | 1st half | 64,717 | 12,512 | 2,046 | 15,056 | 37 | 26,424 | 47,362 | 56,179 | 20,989 | 4,651 | |
| | | 2nd ,, | 69,469 | 12,802 | 1,676 | 15,090 | 38 | 30,734 | 51,564 | 59,388 | 21,133 | 4,860 | |
| 62 | 2nd ,, . . . . ,, | 1st half | 95,879 | 15,787 | 3,150 | 21,872 | 37 | 32,019 | 63,469 | 145,864 | 73,383 | 5,611 | |
| | | 2nd ,, | 102,557 | 15,621 | 2,741 | 23,580 | 38 | 34,976 | 67,324 | 148,475 | 70,749 | 7,213 | |
| 63 | 3rd or intermediate class . ,, | 1st half | 197,359 | 67,446 | 9,947 | 31,674 | ... | 58,037 | 119,692 | *144,231 | 53,694 | 85,834 | |
| | | 2nd ,, | 223,151 | 61,873 | 8,655 | 34,149 | 3,264 | 54,964 | 130,798 | *153,711 | 54,618 | | |
| 64 | 4th or lowest class . . ,, | 1st half | 1,693,100 | 234,818 | 51,778 | 495,389 | 4,212 | 452,057 | 1,150,487 | †837,412 | 378,321 | 89,142 | |
| | | 2nd ,, | 1,808,762 | 240,103 | 47,342 | 545,221 | | 471,573 | 1,311,302 | †848,187 | 375,890 | | |
| 65 | Other vehicles . . . *Tons* | 1st half | 41,536 | 8,484 | 4,229 | 8,394 | 2 | 15,745 | 33,502 | 23,168 | 7,880 | 4,745 | |
| | | 2nd ,, | 37,606 | 9,281 | 3,781 | 10,167 | 5 | 17,202 | 32,885 | 23,963 | 7,937 | 5,188 | |
| | Percentage of freight upon capacity hauled— | | | | | | | | | | | | |
| 66 | 1st class . . . *Per cent.* | 1st half | 6·31 | 5·80 | 1·89 | 4·70 | 4·50 | 4·65 | 7·85 | 9·48 | 8·63 | 6·67 | |
| | | 2nd ,, | 6·27 | 5·81 | 2·56 | 5·53 | 2·60 | 4·44 | 6·55 | 10·44 | 7·14 | 6·30 | |
| 67 | 2nd ,, . . . . ,, | 1st half | 13·47 | 11·36 | 8·79 | 10·07 | 8·42 | 13·07 | 18·15 | 16·59 | 16·58 | 33·63 | |
| | | 2nd ,, | 14·47 | 12·41 | 11·76 | 13·84 | 4·60 | 13·48 | 16·68 | 16·76 | 13·24 | 24·96 | |
| 68 | 3rd or intermediate class ,, | 1st half | 22·40 | 14·42 | 10·72 | 18·71 | | *8·57 | 30·61 | *28·85 | 46·73 | | |
| | | 2nd ,, | 21·39 | 16·69 | 14·97 | 15·80 | 44·71 | 21·84 | 28·98 | *26·54 | 39·86 | 37·43 | |
| 69 | 4th or lowest intermediate class . . ,, | 1st half | 36·44 | 42·97 | 40·01 | 42·20 | 27·20 | 36·61 | 38·80 | † 44·43 | 44·77 | | |
| | | 2nd ,, | 37·84 | 34·47 | 42·81 | 37·08 | | 37·17 | 36·73 | † 39·94 | 38·92 | 35·44 | |
| 70 | Other vehicles . . . ,, | 1st half | 21·58 | 9·00 | 3·49 | 12·68 | 325·66 | 8·13 | 13·11 | 30·37 | 32·92 | 8·36 | |
| | | 2nd ,, | 30·42 | 7·87 | 3·60 | 12·64 | 96·05 | 8·80 | 18·57 | 25·99 | 28·65 | 4·47 | |
| | WEIGHT OF TRAIN AND TON-MILEAGE. | | | | | | | | | | | | |
| | Gross ton-mileage of all coaching trains (in thousands)— | | | | | | | | | | | | |
| 71 | Freight . . . . . | 1st half | 50,073 | 7,617 | 1,482 | 14,209 | 93 | 12,315 | 34,664 | 34,324 | 13,417 | 2,507 | |
| | | 2nd ,, | 56,987 | 6,545 | 1,460 | 14,084 | 74 | 13,264 | 38,517 | 31,611 | 13,259 | 2,248 | |
| 72 | Dead weight . . . . . | 1st half | 693,518 | 117,247 | 24,860 | 202,254 | 577 | 227,473 | 564,287 | 616,533 | 196,734 | 37,096 | |
| | | 2nd ,, | 828,229 | 120,798 | 21,940 | 232,992 | 629 | 238,673 | 627,414 | 639,583 | 199,541 | 37,889 | |
| 73 | Total . . . . . | 1st half | 743,591 | 124,864 | 26,342 | 216,463 | 670 | 239,788 | 598,951 | 650,857 | 212,151 | 39,603 | |
| | | 2nd ,, | 885,216 | 127,343 | 23,400 | 247,076 | 703 | 251,937 | 665,931 | 671,194 | 212,800 | 40,137 | |
| | Average weight of a coaching train— | | | | | | | | | | | | |
| 74 | Freight . . . . . *Tons* | 1st half | 16·42 | 14·32 | 13·86 | 17·03 | 8·02 | 11·81 | 14·02 | 12·70 | 18·40 | 18·48 | |
| | | 2nd ,, | 17·76 | 11·84 | 16·55 | 15·05 | 5·41 | 11·76 | 13·91 | 11·19 | 15·36 | 16·50 | |
| 75 | Dead weight . . . . . ,, | 1st half | 227·46 | 220·31 | 232·56 | 242·46 | 49·74 | 218·20 | 228·23 | 228·04 | 234·76 | 273·53 | |
| | | 2nd ,, | 258·08 | 218·45 | 248·62 | 248·98 | 46·03 | 211·71 | 226·62 | 226·32 | 231·20 | 278·14 | |
| 76 | Total . . . . . ,, | 1st half | 243·88 | 234·63 | 246·42 | 259·49 | 57·76 | 230·01 | 242·25 | 240·74 | 253·16 | 292·01 | |
| | | 2nd ,, | 275·84 | 230·29 | 265·17 | 264·03 | 51·44 | 223·47 | 240·53 | 237·51 | 246·56 | 294·64 | |
| 77 | COST OF WORKING AND PROFIT— Average cost of hauling a coaching train one mile . . . ₹ | 1st half | 0·94 | 1·67 | 1·31 | 1·34 | 0·58 | 0·96 | 1·35 | 1·22 | 1·56 | 1·16 | |
| | | 2nd ,, | 1·05 | 1·46 | 1·53 | 1·53 | 0·99 | 1·04 | 1·25 | 1·51 | 1·86 | 1·07 | |
| 78 | Average cost of hauling a coaching vehicle with its load one mile . . . . . *Pies* | 1st half | 12·02 | 22·03 | 16·81 | 15·63 | 11·09 | 15·39 | 18·12 | 18·98 | 21·12 | 12·61 | |
| | | 2nd ,, | 13·12 | 20·52 | 17·89 | 18·70 | 21·04 | 16·53 | 17·18 | 23·89 | 26·04 | 11·28 | |
| | Average cost of hauling a coaching unit one mile— | | | | | | | | | | | | |
| 79 | Per passenger unit . . . *Pies* | 1st half | 0·73 | 1·30 | 1·09 | 0·92 | 0·85 | 1·01 | 1·18 | 1·24 | 1·07 | 0·80 | |
| | | 2nd ,, | 0·78 | 1·39 | 1·02 | 1·21 | 2·07 | 1·11 | 1·15 | 1·73 | 1·53 | 0·77 | |
| 80 | Other traffic per ton . . ,, | 1st half | 6·06 | 30·68 | 19·71 | 13·96 | 9·01 | 6·55 | 11·95 | 11·66 | 10·97 | 7·17 | |
| | | 2nd ,, | 5·22 | 30·99 | 26·19 | 15·56 | 43·22 | 7·49 | 7·99 | 16·99 | 15·38 | 11·38 | |
| 81 | Average profit on working a coaching train one mile . ₹ | 1st half | 2·61 | 1·45 | 2·30 | 2·16 | 0·85 | 1·68 | 1·51 | 1·25 | 2·62 | 2·42 | |
| | | 2nd ,, | 2·69 | 1·33 | 2·83 | 1·60 | —0·03 | 1·61 | 1·57 | 0·73 | 1·34 | 2·23 | |
| | Average profit on working a coaching vehicle one mile— | | | | | | | | | | | | |
| 82 | 1st class . . . . *Pies* | 1st half | 1·62 | —6·07 | —12·12 | —6·17 | —2·01 | —4·73 | —6·77 | —5·38 | —1·67 | —0·36 | |
| | | 2nd ,, | 0·25 | —4·16 | —10·58 | —8·67 | —15·68 | —5·92 | —7·26 | —9·16 | —9·40 | —0·86 | |
| 83 | 2nd ,, . . . . . ,, | 1st half | 6·40 | —2·80 | —2·04 | —3·17 | —4·03 | 2·97 | —2·82 | 0·20 | 12·43 | 13·57 | |
| | | 2nd ,, | 6·41 | 0·19 | 0·02 | —4·92 | —16·79 | 2·49 | —2·48 | 5·20 | 3·21 | 12·37 | |
| 84 | 3rd or intermediate class . . ,, | 1st half | 24·74 | 1·04 | 3·87 | 6·01 | | 4·63 | 13·09 | *27·52 | 58·14 | | |
| | | 2nd ,, | 22·16 | 6·07 | 00·29 | 0·34 | 16·47 | 6·55 | 12·69 | *19·59 | 41·11 | 32·85 | |
| 85 | 4th or lowest intermediate class ,, | 1st half | 41·17 | 33·71 | 49·35 | 34·38 | 0·84 | 37·67 | 27·48 | †27·22 | 31·81 | 30·52 | |
| | | 2nd ,, | 40·72 | 29·19 | 52·94 | 27·69 | | 34·20 | 26·42 | †17·41 | 23·56 | | |
| 86 | Other vehicles . . . . ,, | 1st half | 46·95 | 17·79 | 9·56 | 25·92 | 50·43 | 74·44 | 30·58 | 35·61 | 29·66 | 43·55 | |
| | | 2nd ,, | 61·15 | 14·95 | 8·20 | 20·21 | —4·22 | 67·51 | 56·56 | 27·59 | 16·40 | 30·02 | |

* Third class by mail trains.

† Third class by other than mail trains.

# DIX 46—*contd.*

## *(by systems) during each half-year of 1901*—contd.

prepared by the railways not shown.



| | 3' 3⅜" | | | | | | | | | | | Gauge. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11 (*a*) to (*c*) | 12 (*b*) to (*d*) | 14 | 16 | 17 (*a*) & (*b*) | 19 (*g*) to (*j*) | 18 | 19 | 20 | 10 (*c*) | 21 | 23 | 24 | Class: No. | Serial number. |
| Madras. | Eastern Bengal. | Assam-Bengal. | Bengal and North-Western. | Rohilkund and Kumaon. | Rajputana-Malwa. | Jodhpur-Bikaner. | Udaipur-Chitor. | Bhavnagar-Gondal-Junagad-Porbandar | Hyderabad-Godavari Valley. | Southern Mahratta. | South Indian. | Burma. | Calendar year 1901 by half-years. | |
| 16,900 | 7,205 | 1,974 | 13,473 | 2,444 | 17,503 | 2,288 | 205 | 3,166 | 5,790 | 6,460 | 8,521 | 9,953 | 1st half | 61 |
| 15,998 | 7,409 | 2,839 | 13,830 | 2,603 | 17,764 | 2,886 | 218 | 2,852 | 5,849 | 6,678 | 8,618 | 9,460 | 2nd ,, | |
| 29,932 | 6,479 | 3,276 | 19,569 | 1,586 | 19,565 | 2,810 | 200 | 5,534 | 7,061 | 11,189 | 15,233 | 18,708 | 1st half | 62 |
| 27,024 | 7,297 | 4,251 | 20,766 | 2,396 | 19,401 | 3,264 | 233 | 5,220 | 7,351 | 11,077 | 14,903 | 17,612 | 2nd ,, | |
| 18,043 | 21,972 | 2,494 | 27,756 | 2,373 | 20,880 | ... | 616 | 3,479 | ... | ... | ... | ... | 1st half | 63 |
| 12,081 | 18,799 | 4,813 | 31,322 | 2,331 | 21,682 | ... | 647 | 3,439 | ... | ... | ... | ... | 2nd ,, | |
| 454,902 | 159,268 | 72,681 | 357,492 | 54,980 | 557,390 | 63,793 | 7,104 | 57,898 | 72,267 | 278,019 | 394,985 | 318,251 | 1st half | 64 |
| 471,736 | 165,560 | 74,704 | 379,678 | 53,990 | 584,606 | 81,958 | 6,398 | 56,828 | 70,953 | 262,137 | 390,446 | 316,685 | 2nd ,, | |
| 7,342 | 4,099 | 2,210 | 784 | 460 | 8,435 | 1,536 | 16 | 460 | 1,068 | 1,772 | 5,273 | 3,900 | 1st half | 65 |
| 4,800 | 3,645 | 738 | 730 | 572 | 6,110 | 2,183 | 15 | 419 | 988 | 2,548 | 5,133 | 3,666 | 2nd ,, | |
| 12·71 | 5·79 | 6·31 | 2·96 | 5·19 | 5·57 | 3·09 | 6·61 | 5·75 | 3·25 | 12·01 | 8·96 | 8·88 | 1st half | 66 |
| 11·28 | 5·47 | 4·95 | 2·67 | 6·28 | 4·78 | 5·90 | 6·40 | 4·77 | 3·47 | 11·51 | 8·48 | 9·07 | 2nd ,, | |
| 22·20 | 21·98 | 8·19 | 4·19 | 45·53 | 20·94 | 20·02 | 17·98 | 21·06 | 16·07 | 24·21 | 17·63 | 23·35 | 1st half | 67 |
| 26·85 | 20·90 | 7·37 | 4·01 | 37·19 | 18·50 | 21·84 | 16·69 | 16·37 | 16·40 | 21·79 | 23·38 | 19·12 | 2nd ,, | |
| 5·07 | 26·64 | 4·75 | 8·38 | 11·52 | 49·51 | ... | 11·00<br>9·52 | 31·78 | ... | ... | ... | ... | 1st half | 68 |
| 7·27 | 30·77 | 2·39 | 8·34 | 11·44 | 45·48 | ... | | 28·69 | ... | ... | ... | ... | 2nd ,, | |
| 44·43 | 53·41 | 50·86 | 46·40 | 49·23 | 50·57 | 48·50 | 61·05 | 56·50 | 43·48 | 45·67 | 58·11 | 51·63 | 1st half | 69 |
| 43·63 | 49·41 | 38·87 | 48·91 | 43·11 | 49·71 | 46·22 | 63·48 | 48·10 | 42·88 | 40·36 | 59·57 | 41·93 | 2nd ,, | |
| 28·89 | 13·46 | 6·58 | 66·65 | 31·75 | 30·29 | 16·37 | 131·36 | 36·70 | 12·51 | 46·85 | 11·45 | 18·07 | 1st half | 70 |
| 37·31 | 14·44 | 23·02 | 68·43 | 22·64 | 39·98 | 10·29 | 128·84 | 33·13 | 10·97 | 35·12 | 10·52 | 21·98 | 2nd ,, | |
| 15,048 | 6,163 | 2,404 | 10,720 | 1,857 | 20,514 | 2,160 | 290 | 2,309 | 2,212 | 8,742 | 14,667 | 11,002 | 1st half | 71 |
| 14,953 | 5,944 | 1,959 | 11,639 | 1,631 | 20,846 | 2,572 | 271 | 1,920 | 2,051 | 7,541 | 14,879 | 11,783 | 2nd ,, | |
| 197,318 | 66,959 | 26,797 | 121,870 | 16,888 | 157,097 | 24,161 | 2,757 | 22,228 | 27,771 | 96,221 | 128,849 | 109,252 | 1st half | 72 |
| 191,278 | 62,179 | 29,861 | 131,209 | 17,404 | 166,113 | 31,150 | 2,696 | 21,680 | 28,748 | 95,532 | 127,357 | 111,082 | 2nd ,, | |
| 212,406 | 73,122 | 29,201 | 132,590 | 18,745 | 177,611 | 26,321 | 3,047 | 24,537 | 29,883 | 104,963 | 143,516 | 120,254 | 1st half | 73 |
| 206,231 | 68,123 | 31,829 | 142,848 | 19,035 | 186,957 | 33,722 | 2,967 | 23,600 | 30,799 | 103,073 | 142,236 | 122,865 | 2nd ,, | |
| 14·17 | 13·27 | 17·89 | 13·20 | 13·65 | 19·34 | 13·32 | 21·06 | 14·83 | 15·48 | 13·03 | 16·45 | 16·44 | 1st half | 74 |
| 14·47 | 11·53 | 11·81 | 12·83 | 11·41 | 19·10 | 13·54 | 19·40 | 12·26 | 13·26 | 11·01 | 17·18 | 17·21 | 2nd ,, | |
| 185·87 | 144·12 | 199·46 | 150·02 | 124·17 | 18·10 | 148·97 | 200·35 | 142·71 | 203·58 | 143·48 | 144·49 | 163·30 | 1st half | 75 |
| 185·12 | 120·59 | 179·99 | 144·61 | 121·74 | 152·20 | 164·53 | 192·99 | 138·43 | 185·88 | 139·41 | 147·09 | 162·27 | 2nd ,, | |
| 200·04 | 157·39 | 217·35 | 163·22 | 137·82 | 167·44 | 162·29 | 221·41 | 157·54 | 219·05 | 156·51 | 160·94 | 179·74 | 1st half | 76 |
| 199·59 | 132·12 | 191·80 | 157·44 | 133·15 | 171·30 | 178·07 | 212·39 | 150·69 | 199·14 | 150·42 | 164·27 | 179·48 | 2nd ,, | |
| 1·12 | 1·22 | 2·49 | 0·87 | 0·97 | 1·10 | 1·51 | 2·64 | 1·71 | 1·27 | 1·43 | 1·25 | 1·67 | 1st half | 77 |
| 1·11 | 1·08 | 2·26 | 0·94 | 1·21 | 1·40 | 1·20 | 2·47 | 1·95 | 1·69 | 1·56 | 1·35 | 1·84 | 2nd ,, | |
| 16·92 | 13·41 | 19·95 | 8·29 | 11·56 | 9·98 | 18·44 | 22·87 | 17·03 | 14·37 | 16·83 | 12·54 | 14·94 | 1st half | 78 |
| 16·86 | 12·83 | 21·76 | 9·31 | 14·88 | 12·53 | 13·71 | 22·88 | 19·98 | 21·96 | 19·28 | 13·24 | 17·28 | 2nd ,, | |
| 0·97 | 1·04 | 1·50 | 0·78 | 0·85 | 0·70 | 1·40 | 1·53 | 1·38 | 0·95 | 1·32 | 0·81 | 1·20 | 1st half | 79 |
| 0·93 | 1·06 | 2·10 | 0·86 | 1·27 | 0·91 | 1·06 | 1·55 | 1·91 | 1·49 | 1·71 | 0·83 | 1·68 | 2nd ,, | |
| 11·09 | 22·91 | 54·99 | 5·17 | 9·04 | 5·96 | 15·20 | 7·04 | 14·07 | 16·52 | 14·38 | 43·63 | 17·43 | 1st half | 80 |
| 10·39 | 23·37 | 56·97 | 5·87 | 13·55 | 6·78 | 12·13 | 7·12 | 18·69 | 26·73 | 20·59 | 50·01 | 14·33 | 2nd ,, | |
| 1·81 | 1·82 | 2·25 | 1·51 | 2·02 | 2·38 | 0·89 | 1·24 | 2·00 | 1·64 | 1·03 | 1·80 | 2·73 | 1st half | 81 |
| 1·85 | 1·59 | 0·86 | 1·35 | 1·42 | 2.02 | 1·36 | 1·12 | 1·11 | 0·80 | 0·55 | 1·82 | 1·74 | 2nd ,, | |
| 1·49 | *—3·42* | *—11·04* | *—4·74* | 4·31 | *—2·25* | *—12·16* | *—8·22* | *—10·48* | *—7·07* | *—5·99* | *—3·43* | *—4·34* | 1st half | 82 |
| 1·03 | *—3·81* | *—14·45* | *—6·13* | 5·40 | *—5·86* | *—4·10* | *—8·05* | *—14·94* | *—15·29* | *—8·83* | *—4·81* | *—6·59* | 2nd ,, | |
| 5·65 | 3·95 | *—10·15* | *—4·46* | 23·11 | 4·43 | *—3·47* | *—3·44* | *—2·19* | 3·33 | *—1·74* | 0·54 | 2·01 | 1st half | 83 |
| 5·24 | 1·76 | *—12·88* | *—5·76* | 17·60 | 1·03 | 2·68 | *—4·86* | *—8·28* | *—5·27* | *—5·68* | 1·42 | 2·32 | 2nd ,, | |
| 6·89 | 0·73 | *—15·62* | *—2·70* | *—1·10* | 26·91 | ... | *—14·95* | 1·21 | | | | | 1st half | 84 |
| *—2·47* | 3·72 | *—18·88* | *—3·74* | *—3·37* | 21·47 | ... | *—16·03* | *—4·55* | | | | | 2nd ,, | |
| 35·78 | 28·66 | 33·43 | 19·30 | 25·14 | 23·06 | 12·98 | 12·78 | 30·79 | 26·30 | 13·04 | 24·46 | 31·76 | 1st half | 85 |
| 34·64 | 25·46 | 21·09 | 18·63 | 17·20 | 19·54 | 18·10 | 13·61 | 20·76 | 18·37 | 7·82 | 24·38 | 31·10 | 2nd ,, | |
| 34·86 | 14·53 | *—2·98* | 69·27 | 87·82 | 49·24 | 29·96 | 213·27 | 46·48 | 20·07 | 38·87 | 0·23 | 15·49 | 1st half | 86 |
| 44·41 | 26·06 | 7·95 | 59·99 | 66·32 | 54·51 | 21·92 | 142·58 | 37·30 | 17·66 | 24·84 | *—0·11* | 25·11 | 2nd ,, | |

*P. T. O.*

# Appendix 46.
Analysis.

# APPEN

*Analysis of working of each railway*

NOTE.—These statistics are not

| Serial number. | PARTICULARS. | GAUGE. | 5′ 0″ | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Class : No. | 1 | 2(*a*). | 3 | 4(*a*) | 4 (*b*) | 6 | 7 | 8(*a*) to (*g*) | 9(*a*) to (*f*) | 10 (*a*)& (*b*) |
| | | Calendar year 1901 by half-years. | East Indian. | Eastern Bengal. | Bengal Central. | Bengal-Nagpur | Raipur-Dhamtari (2′ 6″.) | Oudh and Rohilkhand. | North Western. | Great Indian Peninsula. | Bombay, Baroda and Central India. | The Nizam's Guaranteed State. |
| | COACHING TRAFFIC—*concld.* | | | | | | | | | | | |
| | COST OF WORKING AND PROFIT—*concld.* | | | | | | | | | | | |
| | Average profit on working a coaching unit one mile— | | | | | | | | | | | |
| 87 | Per passenger unit . . *Pies* | 1st half | 1·94 | 1·18 | 2·01 | 1·45 | 1·19 | 1·61 | 1·24 | 1·12 | 1·49 | 1·52 |
| | | 2nd ,, | 1·84 | 1·32 | 2·09 | 1·22 | —0·02 | 1·54 | 1·27 | ·67 | 1·06 | 1·52 |
| 88 | Other traffic per ton . . ,, | 1st half | 23·62 | 19·31 | 20·08 | 28·03 | 30·35 | 33·74 | 21·83 | 21·97 | 19·95 | 26·79 |
| | | 2nd ,, | 24·13 | 18·78 | 15 14 | 21·54 | —6·74 | 32·66 | 25 68 | 19·76 | 14·30 | 36·82 |
| | GOODS TRAFFIC. GROSS RECEIPTS AND TRAIN MILEAGE— *(In thousands.)* | | | | | | | | | | | |
| 89 | Receipts from goods traffic *R* | 1st half | 25,688 | 18,80 | 1,12 | 37,94 | 30 | 36,82 | 1,50,82 | 2,36,56 | 72,15 | 17·76 |
| | | 2nd ,, | 23,434 | 38,27 | 3·40 | 27,45 | 10 | 29 46 | 1,44,41 | 1,44,99 | 43,64 | 15 11 |
| 90 | Goods train-miles run . *No.* | 1st half | 5,407 | 370 | 58 | 1,003 | 25 | 975 | 3,536 | 4,282 | 734 | 387 |
| | | 2nd ,, | 51·75 | 5·92 | 1·22 | 905 | 12 | 931 | 3,351 | 3,073 | 492 | 3·38 |
| 91 | Average goods receipts per train-mile . . . *R* | 1st half | 4·75 | 5·08 | 1·94 | 3·78 | 1·21 | 3·77 | 4·27 | 5·52 | 9,83 | 4·60 |
| | | 2nd ,, | 4·53 | 6·47 | 2·79 | 3·03 | 0·80 | 3·17 | 4·31 | 4,72 | 8,87 | 4·46 |
| | UNITS AND UNIT-MILEAGE— *(In thousands.)* | | | | | | | | | | | |
| 92 | Tons of goods carried one mile | 1st half | 1,089,970 | 51,962 | 3,363 | 130,636 | 704 | 132,169 | 559,202 | 643,051 | 194,963 | 57,772 |
| | | 2nd ,, | 1,059,276 | 79,365 | 88·97 | 99,646 | 240 | 107,270 | 560,505 | 413,980 | 112,426 | 49,258 |
| 93 | Average sum received for carrying a ton one mile . *Pies.* | 1st half | 4·53 | 6 95 | 6·38 | 5·60 | 8·32 | 5·35 | 5·18 | 7·06 | 7·11 | 5·90 |
| | | 2nd ,, | 4·25 | 9·26 | 7·34 | 5·29 | 7·78 | 5 77 | 4·95 | 6.72 | 7·45 | 5·89 |
| 94 | Average number of tons in train . . . *Tons* | 1st half | 201·59 | 140·42 | 58·32 | 129·63 | 27·84 | 135 50 | 158·15 | 159·18 | 265·67 | 149·47 |
| | | 2nd ,, | 204·70 | 134·15 | 72 93 | 110·72 | 19·67 | 115·27 | 167·26 | 134 71 | 228 49 | 145·57 |
| | VEHICLES AND VEHICLE-MILEAGE— Number of goods vehicles hauled one mile— *(In thousands.)* | | | | | | | | | | | |
| 95 | Loaded . . . *Vehicle-miles* | 1st half | 103,486 | 8,486 | 605 | 18,801 | 159 | 19,568 | 64,672 | 78,422 | 23,015 | 5,658 |
| | | 2nd ,, | 92,706 | 11,011 | 1,710 | 15,370 | 55 | 16,437 | 63,561 | 59·519 | 14,288 | 4,714 |
| 96 | Empty . . . ,, | 1st half | 45,335 | 2,514 | 215 | 7,952 | 66 | 5,948 | 24,236 | 34,678 | 7,110 | 3,741 |
| | | 2nd ,, | 46,917 | 5,370 | 1,254 | 6,850 | 27 | 6,267 | 23,801 | 18,963 | 4,319 | 3,130 |
| 97 | Brake-vans . . ,, | 1st half | 4,887 | 380 | 41 | 1,986 | 30 | 1,198 | 4,144 | 8,018 | 648 | 749 |
| | | 2nd ,, | 4,487 | 611 | 104 | 1,805 | 11 | 1, 41 | 3,876 | 6,039 | 394 | 664 |
| 98 | Total . . . ,, | 1st half | 153,708 | 11,380 | 869 | 28,739 | 255 | 26,714 | 93,052 | 121,118 | 30,773 | 10,148 |
| | | 2nd ,, | 144,110 | 16,992 | 3,068 | 24,225 | 93 | 23,845 | 91,238 | 84,512 | 19,001 | 8.508 |
| | Average number of vehicles in a goods train— | | | | | | | | | | | |
| 99 | Freight vehicles . . *No.* | 1st half | 27·52 | 29·73 | 14·21 | 26 67 | 8·01 | 26·16 | 25·15 | 26·42 | 41·05 | 19·73 |
| | | 2nd ,, | 26·98 | 27·69 | 24·30 | 24·77 | 6·68 | 24·40 | 26·07 | 25·54 | 37,82 | 23·18 |
| 100 | Brake-vans . . . ,, | 1st half | 0·90 | 1·02 | 0·71 | 1·98 | 1 20 | 1·23 | 1·17 | 1·87 | 0 88 | 1·57 |
| | | 2nd ,, | 0·87 | 1·03 | 0·85 | 1·99 | 0·88 | 1·22 | 1·16 | 1·96 | 0·80 | 1·96 |
| 101 | Total . . . . ,, | 1st half | 28·42 | 30·75 | 14·92 | 28 65 | 10·11 | 27·39 | 26·32 | 28·29 | 41·93 | 21·30 |
| | | 2nd ,, | 27·85 | 28·72 | 25·15 | 26·76 | 6·56 | 25·62 | 27·73 | 27·50 | 38·62 | 25·14 |
| 102 | Average earnings per goods vehicle per mile (excluding brakes) . . . *Pies* | 1st half | 33·14 | 32·81 | 26·17 | 27·23 | 26·00 | 27·70 | 32·57 | 40·16 | 45·99 | 36·29 |
| | | 2nd ,, | 32 23 | 44·86 | 22·02 | 23·51 | 22·90 | 24·91 | 31·74 | 35·48 | 45·93 | 36·98 |
| 103 | Carrying capacity hauled one mile (excluding brakes) *Tons* | 1st half | 2,128,229 | 128,426 | 11,975 | 386,744 | 1,178 | 285,314 | 1,132,139 | 1,525,770 | 366,574 | 124,190 |
| | | 2nd ,, | 2,029,717 | 192,464 | 43,312 | 328,388 | 430 | 257,292 | 1,121,536 | 1,060,456 | 239,722 | 95,436 |
| 104 | Percentage of freight upon capacity hauled . *Per cent.* | 1st half | 51·21 | 40·46 | 28·08 | 33·62 | 59·78 | 46·32 | 49·39 | 42·15 | 53·19 | 47·67 |
| | | 2nd ,, | 52 19 | 41·24 | 20·54 | 30·34 | 55·89 | 41·69 | 49 98 | 39·04 | 46·90 | 51·61 |
| 105 | Average load of a goods vehicle (including both loaded and empty) . . *Tons.* | 1st half | 7·32 | 4·72 | 4·10 | 4·90 | 3·12 | 5·18 | 6·29 | 5 69 | 6·47 | 6·15 |
| | | 2nd ,, | 7·59 | 4·85 | 3·00 | 4·44 | 2·94 | 4·72 | 6·42 | 5·28 | 6·04 | 6·28 |
| 106 | Average load of a loaded goods vehicle . . . . ,, | 1st half | 10·53 | 6·12 | 5·56 | 6·92 | 4·42 | 6·75 | 8·65 | 8·20 | 8·47 | 10·19 |
| | | 2nd ,, | 11·43 | 7·21 | 5·20 | 6·40 | 4·40 | 6·53 | 8·82 | 6·96 | 7·87 | 10·45 |
| | WEIGHT OF TRAIN AND TON-MILEAGE— Gross ton-mileage of all goods trains— *(In thousands.)* | | | | | | | | | | | |
| 107 | Freight . . . . *Tons* | 1st half | 1,089,970 | 51,962 | 3,363 | 130,036 | 704 | 132,169 | 559,202 | 643,051 | 194,963 | 57,772 |
| | | 2nd ,, | 1,059,276 | 79,365 | 8,807 | 99,646 | 240 | 107,270 | 560,505 | 413,980 | 112,426 | 49,258 |
| 108 | Dead-weight . . . ,, | 1st half | 1,328,102 | 104,606 | 10,122 | 267,286 | 1,119 | 230,840 | 893,492 | 1,143,148 | 246,074 | 106,562 |
| | | 2nd ,, | 1,340,368 | 160,577 | 31,273 | 231,579 | 444 | 244,140 | 873,455 | 807,506 | 155,341 | 85,491 |
| 109 | Total . . . . ,, | 1st half | 2,418,072 | 156,562 | 13,485 | 397,322 | 1,823 | 363,009 | 1,451,694 | 1,786,199 | 441,037 | 158,334 |
| | | 2nd ,, | 2,399,644 | 239,942 | 40,170 | 331,225 | 684 | 351,410 | 1,433,960 | 1,121,486 | 267,767 | 134,749 |

# DIX 46—*contd.*



*(by systems) during each half-year of 1901*—contd.

prepared by the railways not shown.

| | 3′ 3⅜″ | | | | | | | | | | | | Gauge. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11 (*a*) to (*c*) | 2 (*b*) to (*d*) | 14 | 16 | 17 (*a*) & (*b*) | 9 (*g*) to (*j*). | 18 | 19 | 20 | 10 (*c*) | 21 | 23 | 24 | Class: No. | Serial number. |
| Madras. | Eastern Bengal. | Assam-Bengal. | Bengal and North-Western. | Rohilkund and Kumaon. | Rajputana-Malwa. | Jodhpur-Bikaner. | Udaipur-Chitor. | Bhavnagar-Gondal-Junagad-Porbandar. | Hyderabad-Godavari Valley. | Southern Mahratta. | South Indian. | Burma. | Calendar year 1901 by half-years. | |
| 1·47 | 1·59 | 1·58 | 1·28 | 1·62 | 1·42 | 0·71 | 0·58 | 1·54 | 1·20 | 0·82 | 1·31 | 1·98 | 1st half | 87 |
| 1·46 | 1·59 | 1·01 | 1·19 | 1·31 | 1·20 | 1·12 | 0·58 | 1 01 | 0·65 | 0·46 | 1 27 | 1·54 | 2nd ,, | |
| 26·89 | 26·45 | —7·46 | 38·52 | 49·26 | 24·26 | 17·36 | 26·78 | 33 74 | 27·82 | 30·34 | 2·55 | 21·33 | 1st half | 88 |
| 28·60 | 28·09 | —15·39 | 33·49 | 54·10 | 23·06 | 16·73 | 24·98 | 29 07 | 26 94 | 24·09 | 1·72 | 21·35 | 2nd ,, | |
| 50,09 | 17,69 | 4,07 | 29,34 | 5,41 | 1,14,13 | 5,13 | 61 | 5,13 | 5,93 | 27,29 | 23,21 | 35,38 | 1st half | 89 |
| 47,13 | 22,72 | 4,74 | 17,83 | 3,67 | 79,92 | 6 66 | 56 | 2,77 | 4,94 | 21,29 | 24,53 | 27,35 | 2nd ,, | |
| 1,268 | 6·37 | 182 | 904 | 181 | 2,796 | 207 | 12 | 121 | 247 | 1,016 | 759 | 1,150 | 1st half | 90 |
| 1,296 | 652 | 173 | ,776 | 145 | 1,925 | 2·37 | 12 | 85 | 2,17 | 860 | 827 | 1,090 | 2nd ,, | |
| 3·95 | 2·78 | 2·24 | 3·25 | 3·00 | 4·08 | 2·47 | 5·12 | 4·23 | 2,40 | 2·69 | 3·06 | 3·08 | 1st half | 91 |
| 3·64 | 3·48 | 2·74 | 2·30 | 2·54 | 4·15 | 2·81 | 4·68 | 3·25 | 2,28 | 2 48 | 2 97 | 2·51 | 2nd ,, | |
| 155,190 | 40,757 | 14,639 | 97,681 | 13,993 | 354,507 | 14,226 | 827 | 8,857 | 11,454 | 76,569 | 50,889 | 96,230 | 1st half | 92 |
| 151,019 | 45,089 | 15,878 | 67,367 | 10,325 | 251,739 | 16,423 | 806 | 5,087 | 16,460 | 58,864 | 59,977 | 74,946 | 2nd ,, | |
| 6·20 | 8·33 | 5·35 | 5·77 | 7·42 | 6·18 | 6 92 | 14·05 | 11·12 | 9 94 | 6·84 | 8 76 | 7 06 | 1st half | 93 |
| 5 69 | 9·68 | 6·73 | 5·08 | 6 83 | 6·10 | 7·78 | 13·42 | 10·46 | 9·06 | 6 94 | 7·85 | 7·01 | 2nd ,, | |
| 122·37 | 64·01 | 80·54 | 108·07 | 77·47 | 126·81 | 68·64 | 70·01 | 72 93 | 46·32 | 75 39 | 67·08 | 83·64 | 1st half | 94 |
| 116·54 | 69·12 | 91·73 | 86·77 | 71,31 | 130·77 | 69·32 | 67·05 | 59·72 | 48·22 | 68·45 | 72·55 | 68·74 | 2nd ,, | |
| 20,859 | 11,146 | 2,620 | 17,681 | 2,831 | 62,957 | 2,753 | 177 | 2,417 | 3,393 | 17,282 | 11,697 | 21,115 | 1st half | 95 |
| 21,675 | 16,052 | 2,698 | 13,268 | 2,070 | 44,149 | 3,267 | 166 | 1,517 | 2·458 | 13,991 | 11,806 | 17,318 | 2nd ,, | |
| 9,145 | 2,674 | 1,450 | 5,800 | 1,428 | 25,602 | 1,392 | 135 | 759 | 1,058 | 5,538 | 3,470 | 8,811 | 1st half | 96 |
| 9,351 | 28,98 | 1,272 | 6,030 | 1,092 | 14,694 | 1,713 | 126 | 772 | 1,156 | 4,478 | 3,886 | 8,054 | 2nd ,, | |
| 4,006 | 679 | 254 | 1,146 | 246 | 2,548 | 56 | ... | 71 | 449 | 1,295 | 461 | 1,468 | 1st half | 97 |
| 4,344 | 730 | 2·66 | 1,022 | 197 | 1,609 | 86 | ... | 38 | 394 | 1,134 | 474 | 1,406 | 2nd ,, | |
| 34,010 | 14,499 | 4,324 | 24,027 | 4,505 | 91,107 | 4,201 | 312 | 3,247 | 4,900 | 24,115 | 15,637 | 31,394 | 1st half | 98 |
| 35,370 | 14,690 | 4,236 | 20,320 | 3,359 | 60,452 | 5,146 | 292 | 2,327 | 4,008 | 19,603 | 16,166 | 27,228 | 2nd ,, | |
| 23·66 | 21·70 | 22·39 | 25·31 | 23·58 | 31·68 | 20 00 | 26·46 | 26·16 | 11·62 | 22·47 | 20·00 | 26·01 | 1st half | 99 |
| 23·94 | 21·40 | 22·95 | 24·86 | 21·84 | 30·57 | 21·36 | 24·29 | 25·86 | 16·66 | 21·47 | 18·98 | 23·68 | 2nd ,, | |
| 3·16 | 1·07 | 1·40 | 1·27 | 1·37 | 0·91 | 0·27 | ... | 0·58 | 1·17 | 1·28 | 0·61 | 1·28 | 1st half | 100 |
| 3·35 | 1·12 | 1·53 | 1·31 | 1·36 | 0·83 | 0 36 | ... | 0·45 | 1·82 | 1·32 | 0·58 | 1·29 | 2nd ,, | |
| 26·82 | 22 77 | 23·79 | 26·58 | 24·95 | 32·59 | 20·27 | 26·46 | 26·74 | 12·79 | 23·75 | 20·61 | 27·29 | 1st half | 101 |
| 27·29 | 22·52 | 24 48 | 26·17 | 23·20 | 31·40 | 21·72 | 24·29 | 27·31 | 18·48 | 22·79 | 19·56 | 24·97 | 2nd ,, | |
| 32·05 | 24·57 | 19·18 | 24·62 | 24·39 | 24·74 | 23·75 | 37·18 | 31·01 | 26·58 | 22·96 | 29·36 | 22·70 | 1st half | 102 |
| 29·16 | 31·25 | 22·92 | 17·74 | 22·30 | 20·08 | 25·26 | 37 04 | 23·25 | 26·23 | 22·13 | 30 02 | 20·34 | 2nd ,, | |
| 388,804 | 91,211 | 38,173 | 186,345 | 36,075 | 742,799 | 30,728 | 2,272 | 19,028 | 41,672 | 156,301 | 98,008 | 208,114 | 1st half | 103 |
| 407,086 | 92,987 | 30,020 | 158,038 | 26,906 | 494,918 | 47,929 | 2,132 | 13,800 | 32,985 | 127,052 | 100,959 | 185,688 | 2nd ,, | |
| 39·91 | 44 68 | 38·35 | 52·42 | 38·79 | 47·73 | 46·30 | 36·39 | 46·54 | 27·48 | 48·99 | 51·92 | 46·24 | 1st half | 104 |
| 37·10 | 48·49 | 41·76 | 42·63 | 38 38 | 50·86 | 38 26 | 37·78 | 36·86 | 31·71 | 46·33 | 59·41 | 40·36 | 2nd ,, | |
| 5·17 | 2·95 | 3·59 | 4·27 | 3·29 | 4·00 | 3·43 | 2·64 | 2·79 | 2·57 | 3 36 | 3·35 | 3·22 | 1st half | 105 |
| 4 87 | 3·23 | 4·00 | 3·49 | 3·27 | 4·28 | 3·25 | 2·75 | 2 22 | 2 89 | 3·13 | 3·82 | 2·90 | 2nd ,, | |
| 7·44 | 3·66 | 5·59 | 5·72 | 4·94 | 5·63 | 5·17 | 4·66 | 3·66 | 3·38 | 4·43 | 4·35 | 4·56 | 1st half | 106 |
| 6·97 | 4·08 | 3·87 | 5·08 | 4 99 | 5·70 | 5 02 | 4·84 | 3·35 | 4·25 | 4·21 | 5·08 | 4·33 | 2nd ,, | |
| 155,190 | 40,758 | 14,639 | 97,681 | 13,993 | 354,507 | 14,226 | 1,27 | 8,857 | 11,454 | 76,569 | 50,889 | 96,230 | 1st half | 107 |
| 151,019 | 45,089 | 15,878 | 67,367 | 10,325 | 251,738 | 16,423 | 8,06 | 5,087 | 10,460 | 58,865 | 50,977 | 74,946 | 2nd ,, | |
| 327,992 | 87,069 | 24,168 | 117,479 | 20,884 | 418,184 | 22,561 | 1,573 | 15,191 | 28,062 | 124,825 | 86,810 | 140,062 | 1st half | 108 |
| 341,199 | 78,774 | 22,800 | 100,367 | 15,850 | 287,783 | 28,649 | 1,511 | 10,843 | 23,069 | 102,797 | 91,279 | 125,399 | 2nd ,, | |
| 483,182 | 127,827 | 38,807 | 215,160 | 34,877 | 772,691 | 36,787 | 2,400 | 24,048 | 39,516 | 201,394 | 137,699 | 236,292 | 1st half | 109 |
| 492,218 | 123,863 | 38,678 | 167,734 | 26,175 | 539,521 | 45,072 | 2,317 | 15,930 | 33,529 | 161,662 | 151,256 | 200,345 | 2nd ,, | |

P. T. O.

# Appendix 46.
Analysis.

# APPEN

*Analysis of working of each railway*

NOTE.—These statistics are not

| Serial number. | PARTICULARS. | GAUGE. | 5′ 6″ | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | CLASS: No. | 1 | 2 (*a*) | 3 | 4(*a*) | 4(*b*) | 6 | 7 | 8 (*a*) to (*g*) | 9(*a*)to (*f*) | 10 (*a*)&(*b*) |
| | | Calendar year 1901 by half-years. | East Indian. | Eastern Bengal. | Bengal Central. | Bengal-Nagpur. | Raipur Dhamtari (2′ 6″.) | Oudh and Rohilkhand. | North Western. | Great Indian Peninsula. | Bombay, Baroda and Central India. | The Nizam's Guaranteed State. |
| | GOODS TRAFFIC—*concld.* | | | | | | | | | | | |
| | WEIGHT OF TRAIN AND TON-MILEAGE—*concld.* | | | | | | | | | | | |
| | Average weight of a goods train— | | | | | | | | | | | |
| 110 | Freight . . . . *Tons* | 1st half | 201·59 | 140·42 | 58·32 | 129·63 | 27·84 | 135·50 | 158·15 | 150·19 | 265·67 | 149·47 |
| | | 2nd „ | 204·70 | 134·15 | 72·93 | 110·07 | 19·67 | 115·27 | 167·26 | 134·71 | 228·42 | 145·57 |
| 111 | Dead-weight . . . . „ | 1st half | 245·64 | 282 67 | 175·52 | 266·46 | 44 21 | 236·66 | 252·42 | 266·98 | 335 32 | 260· 8 |
| | | 2nd „ | 259·03 | 271·43 | 256·35 | 255·81 | 36·38 | 262·35 | 260·66 | 262·77 | 315·71 | 252·65 |
| 112 | Total . . . . . „ | 1st half | 447·23 | 423·09 | 233·84 | 396·09 | 72·05 | 372·16 | 410·57 | 417·17 | 600·9) | 409·65 |
| | | 2nd „ | 463·73 | 405·58 | 329·28 | 365·88 | 56·05 | 377·62 | 427·92 | 397·48 | 544·20 | 398·22 |
| | COST OF WORKING AND PROFIT. | | | | | | | | | | | |
| 113 | Average cost of hauling a goods train one mile . . R | 1st half | 1·73 | 3·01 | 1·25 | 2·05 | 0·72 | 1·55 | 2·28 | 2·11 | 3·70 | 1·63 |
| | | 2nd „ | 1·76 | 2·57 | 1·90 | 2·13 | 1·08 | 1·76 | 2·21 | 2·52 | 4·11 | 1·44 |
| 114 | Average cost of hauling a goods vehicle with its load one mile . . . . *Pies* | 1st half | 12·04 | 19·43 | 16·83 | 14·77 | 15·51 | 11·35 | 17·43 | 15·35 | 17·30 | 12·87 |
| | | 2nd „ | 12·52 | 17·87 | 15·04 | 16·53 | 30·89 | 13·86 | 16·40 | 18·95 | 20·86 | 11·96 |
| 115 | Average cost of hauling a goods unit (*viz.*, one ton) one mile . . . . „ | 1st half | 1·64 | 4·11 | 4·10 | 3·04 | 4·96 | 2·19 | 2·77 | 2·70 | 2·67 | 2·09 |
| | | 2nd „ | 1·65 | 3·69 | 5·01 | 3·72 | 10·49 | 2·93 | 2·56 | 3·59 | 3·45 | 1·90 |
| 115a | Average cost of hauling a goods unit one mile, including interest on capital expended on open line at the rate of 5 per cent. per annum . . . . „ | 1st half | 3·25 | 7·77 | 9·01 | 7·89 | 11·73 | 5·04 | 6·07 | 5·09 | 5·22 | 5·00 |
| | | 2nd „ | 3·25 | 6·53 | 8·48 | 9·37 | 24·00 | 6·37 | 5·72 | 6·87 | 7·14 | 5·18 |
| 116 | Average profit on working a goods train one mile . R | 1st half | 3·02 | 2·07 | 0·81 | 1·73 | 1·41 | 2·22 | 1·99 | 3·41 | 6·13 | 2·97 |
| | | 2nd „ | 2·77 | 3·90 | 0·89 | 0·90 | —0·28 | 1·41 | 2·10 | 2·20 | 4·76 | 3·02 |
| 117 | Average profit on working a goods vehicle with its load one mile . . . *Pies* | 1st half | 21·19 | 13·38 | 9·34 | 12·46 | 10·49 | 16·35 | 15·14 | 24·81 | 28·69 | 23·42 |
| | | 2nd „ | 19·71 | 26·99 | 6·98 | 6·98 | —7·99 | 11·05 | 15·34 | 16·53 | 24·17 | 25·02 |
| 118 | Average profit on working a goods unit (*viz.*, one ton) one mile . . . „ | 1st half | 2·89 | 2·84 | 2·28 | 2·56 | 3·36 | 3·16 | 2·41 | 4·36 | 4·44 | 3·81 |
| | | 2nd „ | 2·60 | 5·57 | 2·33 | 1·57 | —2·71 | 2·34 | 2·39 | 3·13 | 4·00 | 3·99 |
| | DETAILED PERCENTAGES OF EARNINGS AND EXPENDITURE. | | | | | | | | | | | |
| | Percentage on Total Earnings— | | | | | | | | | | | |
| 119 | Coaching traffic . . *Per cent* | 1st half | 29·18 | 43·57 | 59·65 | 41·63 | 33 75 | 39·04 | 31·12 | 21·83 | 30·11 | 20·86 |
| | | 2nd „ | 33·37 | 27·39 | 50·77 | 48·93 | 56·72 | 46·46 | 34·41 | 30·00 | 37·93 | 22·16 |
| 120 | Goods traffic . . . „ | 1st half | 69·30 | 49·33 | 17·26 | 54·08 | 62·17 | 52·25 | 66·47 | 77·20 | 67·94 | 76·29 |
| | | 2nd „ | 65·14 | 67·94 | 44·86 | 45·83 | 41·85 | 45·87 | 63·66 | 68·74 | 59·95 | 74·55 |
| 121 | Sundries, including telegraph . . . . „ | 1st half | 1·27 | 7·10 | 23·09 | 4·29 | 4·08 | 5·71 | 2·37 | 0·97 | 1·95 | 2·85 |
| | | 2nd „ | 1·18 | 4·67 | 4·37 | 5·24 | 1·43 | 7·67 | 1·92 | 1·25 | 2·12 | 3·29 |
| 122 | Steam-boat earnings . . „ | 1st half | 0·25 | ... | ... | ... | ... | ... | 0 04 | ... | ... | ... |
| | | 2nd „ | 0·31 | ... | ... | ... | ... | ... | 0·01 | ... | ... | ... |
| | TOTAL . „ | 1st half | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 |
| | | 2nd „ | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 |
| | Percentage of Working Expenses on Total Earnings— | | | | | | | | | | | |
| 123 | Maintenance . . . *Per cent* | 1st half | 8 73 | 15·40 | 13·89 | 11·09 | 16·25 | 11·14 | 11·40 | 7·23 | 6·90 | 8·98 |
| | | 2nd „ | 9·24 | 8·01 | 12·17 | 15·36 | 40·98 | 14·26 | 12·35 | 9·77 | 10·38 | 5·90 |
| 124 | Locomotive expenses . „ | 1st half | 9·74 | 12·75 | 12·27 | 13·31 | 15·31 | 14·30 | 21·32 | 18·15 | 15·90 | 11·45 |
| | | 2nd „ | 11·00 | 14·92 | 10·83 | 16·32 | 38·66 | 15·25 | 20·43 | 25·04 | 19·17 | 12·19 |
| 125 | Carriage and wagon expenses . . . . „ | 1st half | 2·85 | 8·27 | 2·06 | 3·09 | 1·16 | 3·10 | 6·47 | 3·87 | 5·05 | 2·20 |
| | | 2nd „ | 3·24 | 5·33 | 2·72 | 5·50 | 8·39 | 3·85 | 4·13 | 26·41 | 6·96 | 2·84 |
| 126 | Traffic expenses . . „ | 1st half | 6·79 | 14·31 | 9·65 | 8·44 | 9·72 | 8·20 | 7·62 | 6·41 | 5·87 | 5·94 |
| | | 2nd „ | 6·80 | 10·95 | 10·28 | 10·46 | 11·99 | 9·36 | 7·83 | 9·06 | 7 79 | 6·49 |
| 127 | General charges . . „ | 1st half | 3·14 | 5·21 | 12·16 | 6·88 | 7·96 | 3·77 | 3·56 | 3·47 | 3·48 | 6·17 |
| | | 2nd „ | 3·30 | 3·83 | 10·30 | 8·15 | 14·21 | 4·28 | 3·46 | 5·05 | 4 73 | 5·40 |
| 128 | Miscellaneous expenses . „ | 1st half | 2·95 | 2·05 | 5·85 | 3·40 | 1·02 | 2·06 | 1·32 | 2·09 | 2·11 | 0·92 |
| | | 2nd „ | 2·23 | 3·06 | 6·56 | 3·84 | 1·71 | 1·93 | 1·32 | 2·82 | 9·86 | 1·54 |
| 129 | Steam-boat expenses . „ | 1st half | 0·30 | ... | ... | ... | ... | ... | 0·09 | ... | ... | ... |
| | | 2nd „ | 0·25 | ... | ... | ... | ... | ... | 0·04 | ... | ... | ... |
| 130 | TOTAL WORKING EXPENSES „ | 1st half | 34·56 | 57·99 | 55·88 | 47·11 | 51·42 | 42·57 | 51·78 | 41·22 | 39·25 | 36·66 |
| | | 2nd „ | 36·06 | 46·10 | 52·86 | 59·63 | 115·94 | 48·93 | 49·56 | 58·15 | 51·89 | 34·36 |

# DIX 46—*contd.*

## *(by systems) during each half-year of 1901*—contd.

prepared by the railways not shown.

| | 3′ 3⅜″ | | | | | | | | | | | | Gauge. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11(*a*)to(*c*) | 12 (*b*) to (*d*) | 14 | 16 | 17(*a*)& (*b*) | 19(*g*)to(*j*) | 18 | 19 | 20 | 10 (*c*) | 21 | 23 | 24 | Class: No. | Serial number. |
| Madras. | Eastern Bengal. | Assam-Bengal. | Bengal and North-Western. | Rohilkund and Kumaon | Rajputana Malwa. | Jodhpur-Bikaner. | Udaipur-Chitor. | Bhavnagar Gondal Junagad Porbandar. | Hyderabad Godavari Valley. | Southern Mahratta. | South Indian. | Burma. | Calendar year 1901 by half years. | |
| 122·37 | 64·01 | 80·54 | 108·07 | 77·47 | 126·81 | 68·64 | 70·01 | 72·93 | 46·32 | 75·39 | 67·08 | 83·64 | 1st half | 110 |
| 116·54 | 69·12 | 91·79 | 86·78 | 71·30 | 130·77 | 69·32 | 67·05 | 59·71 | 48·22 | 68·45 | 72·55 | 68·74 | 2nd ,, | |
| 258·63 | 136·74 | 132·97 | 129·08 | 115·63 | 149·58 | 108·86 | 133·21 | 125·09 | 113·45 | 122·91 | 114·43 | 121·74 | 1st half | 111 |
| 263·29 | 120·77 | 131·80 | 129·28 | 109·46 | 149·49 | 120·93 | 125·71 | 127·29 | 106·35 | 119·53 | 110·42 | 115·01 | 2nd ,, | |
| 381·00 | 200·75 | 213·51 | 238·05 | 193·10 | 276·39 | 177·50 | 203·22 | 198·02 | 159·76 | 198·30 | 181·51 | 205·38 | 1st half | 112 |
| 379·83 | 189·89 | 223·59 | 216·06 | 180·76 | 280·26 | 190·25 | 192·76 | 187·00 | 154·57 | 187·98 | 182·97 | 183·75 | 2nd ,, | |
| 2·14 | 1·55 | 2·45 | 1·26 | 1·35 | 1·82 | 1·66 | 2·42 | 2·14 | 0·93 | 1·82 | 1·41 | 1·91 | 1st half | 113 |
| 2·41 | 1·55 | 2·47 | 1·28 | 1·64 | 2·29 | 1·29 | 2·24 | 2·42 | 1·31 | 1·95 | 1·51 | 1·88 | 2nd ,, | |
| 17·33 | 13·75 | 20·98 | 9·58 | 11·01 | 11·03 | 15·90 | 17·55 | 15·74 | 9·89 | 15·53 | 13·54 | 14·12 | 1st half | 114 |
| 16·91 | 13·95 | 20·69 | 9·92 | 14·41 | 14·36 | 11·58 | 17·72 | 17·27 | 15·12 | 17·45 | 15·24 | 15·28 | 2nd ,, | |
| 3·35 | 4·66 | 5·83 | 2·24 | 3·35 | 2·75 | 4·63 | 6·63 | 5·65 | 3·84 | 4·63 | 4·04 | 4·39 | 1st half | 115 |
| 3·47 | 4·32 | 5·17 | 2·84 | 4·41 | 3·36 | 3·57 | 6·42 | 7·77 | 5·22 | 5·47 | 3·99 | 5·26 | 2nd ,, | |
| 7·33 | 8·92 | 13·67 | 5·08 | 7·35 | 4·31 | 7·85 | 18·29 | 11·68 | 9·46 | 9·01 | 7·70 | 7·88 | 1st half | 115 A |
| 7·73 | 8·26 | 12·46 | 6·44 | 7·75 | 5·37 | 6·64 | 18·70 | 16·34 | 11·07 | 11·86 | 7·28 | 9·55 | 2nd ,, | |
| 1·81 | 1·23 | —0·21 | 1·99 | 1·65 | 2·26 | 0·81 | 2·70 | 2·09 | 1·47 | 0·87 | 1·65 | 1·17 | 1st half | 116 |
| 1·53 | 1·93 | 0·27 | 1·92 | 0·90 | 1·86 | 1·52 | 2·44 | 0·83 | 0·97 | 0·53 | 1·46 | 0·63 | 2nd ,, | |
| 14·72 | 10·82 | —1·80 | 15·04 | 13·38 | 13·71 | 7·85 | 19·63 | 15·27 | 15·69 | 7·43 | 15·82 | 8·58 | 1st half | 117 |
| 12·25 | 17·30 | 2·24 | 7·82 | 7·89 | 11·72 | 13·68 | 19·32 | 5·98 | 11·11 | 4·68 | 14·78 | 5·05 | 2nd ,, | |
| 2·85 | 3·67 | —0·50 | 3·53 | 4·07 | 3·43 | 2·29 | 7·42 | 5·47 | 6·10 | 2·21 | 4·72 | 2·67 | 1st half | 118 |
| 2·52 | 5·36 | 0·56 | 2·24 | 2·42 | 2·74 | 4·21 | 7·00 | 2·69 | 3·84 | 1·47 | 3·86 | 1·75 | 2nd ,, | |
| 37·55 | 40·32 | 58·47 | 35·77 | 40·71 | 24·10 | 42·24 | 46·59 | 52·03 | 36·89 | 37·00 | 52·69 | 44·65 | 1st half | 119 |
| 38·18 | 34·22 | 49·47 | 48·28 | 49·01 | 31·01 | 41·09 | 46·68 | 62·21 | 41·33 | 39·50 | 51·26 | 46·31 | 2nd ,, | |
| 60·45 | 50·50 | 37·34 | 54·23 | 54·19 | 74·59 | 55·68 | 52·80 | 46·21 | 55·02 | 61·28 | 44·90 | 53·62 | 1st half | 120 |
| 58·92 | 56·56 | 45·34 | 41·38 | 48·43 | 66·46 | 56·34 | 52·37 | 35·94 | 52·95 | 58·19 | 45·79 | 51·74 | 2nd ,, | |
| 2·00 | 1·41 | 3·24 | 3·39 | 5·10 | 1·31 | 2·08 | 0·26 | 1·76 | 8·09 | 1·72 | 2·41 | 1·40 | 1st half | 121 |
| 2·90 | 0·74 | 0·89 | 3·75 | 1·96 | 2·53 | 2·57 | 0·50 | 1·85 | 5·72 | 2·31 | 2·95 | 1·60 | 2nd ,, | |
| ... | 7·77 | 0·95 | 6·61 | ... | ... | ... | 0·35 | ... | ... | ... | ... | 0·33 | 1st half | 122 |
| ... | 8·48 | 4·30 | 6·59 | ... | ... | ... | 0·45 | ... | ... | ... | ... | 0·35 | 2nd ,, | |
| 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 1st half | |
| 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 2nd ,, | |
| 8·06 | 11·31 | 24·46 | 10·75 | 8·11 | 10·79 | 25·62 | 12·94 | 11·81 | 13·13 | 16·88 | 8·13 | 12·11 | 1st half | 123 |
| 11·42 | 10·36 | 26·70 | 14·36 | 13·36 | 10·48 | 10·08 | 14·36 | 17·20 | 21·09 | 19·46 | 8·56 | 14·18 | 2nd ,, | |
| 22·43 | 11·83 | 14·88 | 9·57 | 10·24 | 15·91 | 24·91 | 17·37 | 14·79 | 14·58 | 20·61 | 16·69 | 19·78 | 1st half | 124 |
| 20·67 | 11·95 | 14·63 | 10·86 | 12·54 | 19·21 | 20·42 | 18·04 | 19·73 | 16·64 | 23·85 | 19·51 | 25·31 | 2nd ,, | |
| 3·81 | 5·30 | 4·52 | 2·69 | 3·98 | 5·05 | 2·55 | 7·02 | 2·98 | 1·13 | 6·52 | 4·80 | 4·69 | 1st half | 125 |
| 4·79 | 3·78 | 4·13 | 2·73 | 4·98 | 6·97 | 2·47 | 6·30 | 5·05 | 2·32 | 7·53 | 5·47 | 5·68 | 2nd ,, | |
| 7·71 | 10·16 | 12·78 | 7·66 | 7·15 | 5·81 | 6·45 | 8·99 | 8·80 | 8·06 | 10·03 | 7·59 | 8·45 | 1st half | 126 |
| 8·39 | 8·36 | 14·73 | 9·49 | 9·93 | 7·80 | 5·75 | 9·15 | 11·74 | 10·37 | 12·24 | 6·86 | 10·47 | 2nd ,, | |
| 4·73 | 4·96 | 16·28 | 5·26 | 8·44 | 3·48 | 4·72 | 8·20 | 9·33 | 7·54 | 9·17 | 6·40 | 5·70 | 1st half | 127 |
| 5·04 | 4·03 | 18·57 | 6·32 | 10·93 | 4·74 | 4·14 | 7·34 | 12·96 | 12·47 | 17·97 | 6·50 | 7·05 | 2nd ,, | |
| 2·31 | 1·71 | 1·91 | 1·56 | 0·52 | 1·06 | 1·80 | 2·70 | 1·44 | 0·81 | 1·55 | 1·10 | 0·98 | 1st half | 128 |
| 2·10 | 1·39 | 2·35 | 2·80 | 0·72 | 1·75 | 4·31 | 2·90 | 1·43 | 1·36 | 2·34 | 1·12 | 1·62 | 2nd ,, | |
| ... | 5·97 | 0·75 | 2·94 | ... | ... | ... | ... | ... | ... | ... | ... | 0·61 | 1st half | 129 |
| ... | 6·27 | 0·65 | 2·60 | ... | ... | ... | ... | ... | ... | ... | ... | 0·82 | 2nd ,, | |
| 49·05 | 51·24 | 75·58 | 40·43 | 38·44 | 42·10 | 66·05 | 57·22 | 49·15 | 45·25 | 64·76 | 44·71 | 52·32 | 1st half | 130 |
| 52·41 | 46·14 | 81·76 | 49·16 | 52·46 | 50·95 | 47·17 | 58·09 | 68·11 | 64·25 | 77·39 | 48·02 | 65·13 | 2nd ,, | |

P. T. O.

# Appendix 46.
Analysis.

# APPEN
*Analysis of working of each railway.*

NOTE.—These statistics are no

| Serial number. | PARTICULARS. | GAUGE. | 5′ 6″ | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Class: No. | 1 | 2 (*a*). | 3 | 4 (*a*) | 4 (*b*) | 6 | 7 | 8 (*a*) to (*g*) | 9 (*a*) to (*f*) | 10 (*a*) & (*b*). |
| | | Calendar year 1901 by half-years. | East Indian. | Eastern Bengal. | Bengal Central. | Bengal-Nagpur | Raipur-Dhamtari 2′ 6″. | Oudh and Rohilkhand. | North Western. | Great Indian Peninsula. | Bombay, Baroda and Central India. | The Nizam's Guaranteed State. |
| | PER MILE OF LINE MAINTAINED. | | | | | | | | TABLE A.—MAINTENANCE OF | | | |
| 131 *a* | General superintendence (including office expenses) . . Rs. | 1st half | 211·35 | 291·84 | 115·02 | 108·37 | 36·44 | 132·63 | 130·64 | 121·26 | 162·02 | 142·84 |
| | | 2nd „ | 201·67 | 269 90 | 109·13 | 100·18 | 32·67 | 133·15 | 133·66 | 125·05 | 143·55 | 125·23 |
| 132 *a* | Maintenance and renewal of permanent-way . . . „ | 1st half | 868·67 | 1·531·54 | 486·09 | 261·41 | 100·07 | 329·46 | 249·80 | 479·69 | 362·28 | 288·39 |
| | | 2nd „ | 879·38 | 567·43 | 523·01 | 267·93 | 106·03 | 358 81 | 354·26 | 409·92 | 497·89 | 513·97 |
| 133 *a* | Repairs of bridges, &c. . . „ | 1st half | 93·36 | 33·17 | 37·78 | 67·53 | ... | 68·21 | 62·31 | 97·41 | —316·65 | 53·59 |
| | | 2nd „ | 73 97 | 309·28 | 21·65 | 120·99 | 6·17 | 163·77 | 85·29 | 96·51 | 108·12 | 39·60 |
| 134 *a* | Conservancy of rivers . . „ | 1st half | ... | ... | 0·16 | ... | ... | 3·94 | 31·59 | ... | ... | ... |
| | | 2nd „ | ... | ... | 2·40 | ... | ... | 3 92 | 6·28 | ... | ... | 0·99 |
| 135 *a* | Repairs of stations and buildings „ | 1st half | 277·02 | 224·92 | 84·81 | 79·39 | 1·49 | 104·60 | 89·74 | 83·58 | 111·94 | 19·80 |
| | | 2nd „ | 309·98 | 394·29 | 71·35 | 51·12 | 17·68 | 80·01 | 95 99 | 75·09 | 96·41 | 60.73 |
| 136 *a* | Other charges (net) . . „ | 1st half | 150·53 | 107·79 | —4 96 | 26·87 | 3·93 | 54·36 | 126·93 | 55·09 | 89·27 | 91·38 |
| | | 2nd „ | 118 96 | 142·76 | 10·19 | 50·97 | 6·63 | 62·30 | 82·24 | 63·75 | 71·21 | —399·79 |
| 137 *a* | Total maintenance, &c. . „ | 1st half | 1,600·93 | 2,189·26 | 718·90 | 543·57 | 141·93 | 692·20 | 691·01 | 837·03 | 908·85 | 596 00 |
| | | 2nd „ | 1,583·96 | 1,683,66 | 737·73 | 591.19 | 169·18 | 807·96 | 757·72 | 770 32 | 917·18 | 340·73 |
| | PER MILE OF TRACK, INCLUDING SIDINGS. | | | | | | | | | | | |
| 131 *b* | General superintendence (including office expenses) . . Rs. | 1st half | 138·09 | 152·47 | 95·56 | 96·60 | 34·25 | 115·56 | 104·23 | 90·54 | 113·39 | 128·35 |
| | | 2nd „ | 132 78 | 140·97 | 90·56 | 89·05 | 30·73 | 116·89 | 106·27 | 95·34 | 100·73 | 112·44 |
| 132 *b* | Maintenance and renewal of permanent-way . . . „ | 1st half | 567·56 | 800·18 | 403·87 | 233·01 | 94·08 | 289·25 | 199·28 | 358·16 | 603·47 | 259·15 |
| | | 2nd „ | 578·99 | 296·36 | 433·99 | 238·14 | 99·68 | 314·99 | 281·66 | 305·98 | 349·37 | 461·52 |
| 133 *b* | Repairs of bridges, &c. . . „ | 1st half | 61·00 | 17·33 | 31·39 | 60·20 | ... | 59·89 | 49·71 | 72·73 | —224 62 | 48·16 |
| | | 2nd „ | 48·20 | 161·53 | 17·96 | 107·54 | 5·80 | 143·77 | 67·81 | 72·04 | 75·87 | 35·55 |
| 134 *b* | Conservancy of rivers . . „ | 1st half | ... | ... | 0·13 | ... | ... | 3·45 | 25·20 | ... | ... | ... |
| | | 2nd „ | ... | ... | 1·99 | ... | ... | 3·44 | 4 99 | ... | ... | 0·89 |
| 135 *b* | Repairs of stations and buildings „ | 1st half | 180·99 | 117·51 | 70·47 | 70·76 | 1·40 | 91·84 | 71·59 | 62·41 | 78·34 | 17·80 |
| | | 2nd „ | 204·10 | 205·94 | 59·21 | 45·44 | 16·61 | 75 59 | 76·32 | 56 05 | 67·65 | 54·53 |
| 136 *b* | Other charges (net) . . „ | 1st half | 58 36 | 56 32 | —4 12 | 23·94 | 3·70 | 47·73 | 101·27 | 41·13 | 62·48 | 82·10 |
| | | 2nd „ | 78·32 | 74·56 | 8 45 | 45·27 | 6·22 | 54·69 | 65·38 | 47·58 | 49·97 | —358·98 |
| 137 *b* | Total maintenance, &c. . „ | 1st half | 1,046·00 | 1,143·81 | 597·30 | 484·51 | 133·43 | 607·72 | 551·28 | 624·97 | 636·06 | 535·56 |
| | | 2nd „ | 1,042·89 | 879·36 | 612·16 | 525·44 | 159·05 | 709 28 | 602·43 | 574·99 | 643·59 | 305·95 |
| | PER TOTAL TRAIN-MILE. | | | | | | | | | | | |
| 131 *c* | General superintendence (including office expenses) . . As. | 1st half | 0·81 | 1·39 | 1·40 | 1·46 | 0·89 | 1·18 | 1·30 | 0·73 | 1·33 | 1·53 |
| | | 2nd „ | 0·81 | 1·01 | 1·03 | 1·35 | 1·13 | 1·17 | 1·29 | 0·91 | 1·40 | 1·48 |
| 132 *c* | Maintenance and renewal of permanent-way . . . „ | 1st half | 3·32 | 7·28 | 5·91 | 3·53 | 2·44 | 2·96 | 2·49 | 2·91 | 7·07 | 3·10 |
| | | 2nd „ | 3·52 | 2·13 | 4·98 | 3·63 | 3·69 | 3·16 | 3·43 | 2·97 | 4·84 | 6·07 |
| 133 *c* | Repairs of bridges, &c. . . „ | 1st half | 0·36 | 0·16 | 0·46 | 0·91 | ... | 0·61 | 0·62 | 0·59 | —2·60 | 0·58 |
| | | 2nd „ | 0·30 | 1·16 | 0·21 | 1·63 | 0·21 | 1·44 | 0·82 | 0·70 | 1·05 | 0·47 |
| 134 *c* | Conservancy of rivers . . „ | 1st half | ... | ... | ... | ... | ... | 0·04 | 0·32 | ... | ... | ... |
| | | 2nd „ | ... | ... | 0·02 | ... | ... | 0·04 | 0·06 | ... | ... | 0·01 |
| 135 *c* | Repairs of stations and buildings „ | 1st half | 1·06 | 1·07 | 1·03 | 1·07 | 0·04 | 0·94 | 0·90 | 0·51 | 0·92 | 0·22 |
| | | 2nd „ | 1·24 | 1·48 | 0·68 | 0·69 | 0·61 | 0·76 | 0·93 | 0·54 | 0·94 | 0·72 |
| 136 *c* | Other charges (net) . . „ | 1st half | 0·57 | 0 51 | —0·06 | 0·36 | 0·09 | 0·49 | 1·26 | 0·33 | 0·73 | 0·98 |
| | | 2nd „ | 0·48 | 0·53 | 0·09 | 0 69 | 0·24 | 0·55 | 0·79 | 0·46 | 0·70 | —4 72 |
| 137 *c* | Total maintenance, &c. . „ | 1st half | 6·12 | 10 41 | 8·74 | 7·33 | 3·46 | 6·22 | 6·89 | 5·07 | 7·45 | 6·41 |
| | | 2nd „ | 6·35 | 6·31 | 7·01 | 7·99 | 5·88 | 7·12 | 7 32 | 5·58 | 8·93 | 4·03 |
| | PER 1,000 GROSS TON-MILES. | | | | | | | | | | | |
| 131 *d* | General superintendence (including office expenses) . . Rs. | 1st half | 0·14 | 0·28 | 0·36 | 0·27 | 0·82 | 0·25 | 0·24 | 0·13 | 0·20 | 0·26 |
| | | 2nd „ | 0·13 | 0·20 | 0·21 | 0·26 | 1·32 | 0 25 | 0·24 | 0·18 | 0·25 | 0·25 |
| 132 *d* | Maintenance and renewal of permanent-way . . . „ | 1st half | 0·55 | 1·46 | 1·52 | 0·66 | 2·26 | 0·62 | 0·46 | 0·52 | 1·06 | 0·51 |
| | | 2nd „ | 0·55 | 0 41 | 1 03 | 0 72 | 4·30 | 0·67 | 0·62 | 0·58 | 0·85 | 1·03 |
| 133 *d* | Repairs of bridges, &c. . . „ | 1st half | 0 06 | 0·03 | 0·12 | 0·17 | ... | 0·13 | 0·11 | 0·11 | —0·39 | 0·10 |
| | | 2nd „ | 0 05 | 0·23 | 0·04 | 0·33 | 0·25 | 0·31 | 0·15 | 0·14 | 0·18 | 0·07 |
| 134 *d* | Conservancy of rivers . . „ | 1st half | ... | ... | ... | ... | ... | 0·01 | 0·06 | ... | ... | ... |
| | | 2nd „ | ... | ... | 0·01 | ... | ... | 0·01 | 0 01 | ... | ... | ... |
| 135 *d* | Repairs of stations and buildings „ | 1st half | 0·18 | 0·22 | 0·27 | 0·20 | 0·03 | 0·19 | 0·16 | 0·09 | 0·14 | 0·04 |
| | | 2nd „ | 0·19 | 0·29 | 0·14 | 0·14 | 0·72 | 0·16 | 0·17 | 0·10 | 0·17 | 0·12 |
| 136 *d* | Other charges (net) . . „ | 1st half | 0·09 | 0·10 | —0·01 | 0·07 | 0·09 | 0·10 | 0·23 | 0·06 | 0·11 | 0·15 |
| | | 2nd „ | 0·07 | 0 10 | 0 02 | 0·14 | 0·27 | 0·12 | 0·14 | 0·09 | 0·12 | —0·79 |
| 137 *d* | Total maintenance, &c. . „ | 1st half | 1·02 | 2·09 | 2·26 | 1·37 | 3·20 | 1·30 | 1·26 | 0·91 | 1·12 | 1·06 |
| | | 2nd „ | 0·99 | 1·23 | 1·45 | 1·59 | 6·86 | 1·52 | 1·33 | 1·09 | 1·57 | 0·68 |

# DIX 46—*continued.*

## *(by systems) during each half-year of 1901*—contd.



prepared by the railways not shown.

| 1 (a) to (c) | 2 (b) to (d) | 14 | 16 | 17 (a) & (b) | 9(g) to(j) | 18 | 19 | 20 | 10 (c) | 21 | 23 | 24 | Gauge. Class: No. | Serial number. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | 3′ 3⅜″ | | | | | | | |
| Madras. | Eastern Bengal. | Assam-Bengal. | Bengal and North-Western. | Rohilkund and Kumaon. | Rajputana-Malwa. | Jodhpur-Bikaner. | Udaipur-Chitor. | Bhavnagar-Gondal-Junagad-Porbandar. | Hyderabad-Godavari Valley. | Southern Mahratta. | South Indian. | Burma. | Calendar year 1901 by half-years. | |
| **WAY, WORKS AND STATIONS.** | | | | | | | | | | | | | | |
| 138·93 | 106·34 | 125·37 | 107·76 | 62·97 | 104·11 | 16·85 | 47·77 | 63·18 | 103·85 | 83·65 | 111·05 | 109·57 | 1st half | 131a |
| 141·98 | 107·76 | 126·13 | 94·03 | 69 73 | 108·27 | 19·69 | 48·89 | 69·43 | 122·07 | 81·19 | 115 62 | 112 85 | 2nd ,, | |
| 271·24 | 325·51 | 209·86 | 241·41 | 121·80 | 554·07 | 308·03 | 154·41 | 185·11 | 241·75 | 282·90 | 203·78 | 370·09 | 1st half | 132a |
| 313·29 | 332·52 | 216·46 | 223·71 | 227·24 | 375·51 | 117·35 | 153·69 | 181·28 | 230·30 | 237·09 | 218·57 | 333·73 | 2nd ,, | |
| 80·73 | 34·38 | 46·68 | 44·53 | 54·28 | 125 94 | 4·55 | 3·47 | 8·00 | 12 95 | 38·52 | 24·14 | 109 80 | 1st half | 133a |
| 62 61 | 30·18 | 57·19 | 42 93 | 34·86 | 87·16 | 5·30 | 1·42 | 13·18 | 65 68 | 50·90 | 30 79 | 61·41 | 2nd ,, | |
| ... | 0·20 | ... | 1 48 | 2·84 | ... | ... | ... | 2·30 | ... | ... | ... | 3·71 | 1st half | 134a |
| ... | 0·23 | ... | 2·10 | 6·66 | ... | ... | ... | ... | ... | ... | ... | 1·71 | 2nd ,, | |
| 48·15 | 60·83 | 65·51 | 52·18 | 23·12 | 71·93 | 4·53 | 5·82 | 15·46 | 9·91 | 30·14 | 21·58 | 49·19 | 1st half | 135a |
| 67·88 | 73·50 | 65·09 | 38·34 | 38 03 | 72·71 | 9·66 | 16·07 | 20·96 | 32·37 | 42·53 | 26 72 | 63·73 | 2nd ,, | |
| —48·86 | 42·50 | 43·08 | 76·67 | 22·75 | 57·37 | 12·47 | 8·99 | 19·74 | 27·48 | 37·19 | 17·89 | 63·20 | 1st half | 136a |
| 84·45 | 51·49 | 16·39 | 86·06 | 21·45 | 53·71 | 9·04 | 9·38 | 12·28 | 52·07 | 35·50 | 21·54 | 62·99 | 2nd ,, | |
| 490·19 | 569·76 | 460·50 | 524·03 | 237·76 | 913·42 | 346·43 | 220·46 | 293·79 | 365·94 | 472·40 | 378·48 | 705·56 | 1st half | 137a |
| 670·12 | 595·68 | 481·26 | 487 17 | 337·97 | 691·36 | 161·70 | 229·45 | 297·13 | 502·49 | 447·21 | 413·24 | 636·42 | 2nd ,, | |
| 116·60 | 91·32 | 109·98 | 94·15 | 55 96 | 90·37 | 16·33 | 45·66 | 57·32 | 95·49 | 75·65 | 98·92 | 94·40 | 1st half | 131b |
| 118·14 | 92·17 | 110·32 | 82·49 | 62 16 | 93·58 | 18·95 | 46·73 | 63·00 | 112·56 | 73·43 | 102·97 | 92·67 | 2nd ,, | |
| 227·64 | 279·54 | 184·09 | 210·94 | 108·25 | 480·91 | 208·52 | 147·61 | 167·92 | 195·21 | 255·86 | 181·53 | 318·86 | 1st half | 132b |
| 260·61 | 284·39 | 189·30 | 196 25 | 202·61 | 324·59 | 112·94 | 146·92 | 164·44 | 212·37 | 214·43 | 194·67 | 288·85 | 2nd ,, | |
| 67·75 | 29·52 | 40·95 | 38·91 | 48·24 | 109·31 | 4·41 | 3·32 | 7·25 | 11·04 | 34·84 | 21·90 | 94·60 | 1st half | 133b |
| 52·10 | 25·81 | 50·01 | 37·65 | 31·08 | 75·35 | 5·16 | 1·36 | 11 95 | 60·56 | 46·03 | 27·42 | 53·15 | 2nd ,, | |
| ... | 0·18 | ... | 1·29 | 2·53 | ... | ... | ... | 2·09 | ... | ... | ... | 3 20 | 1st half | 134b |
| ... | 0·20 | ... | 1 85 | 5·94 | ... | ... | ... | ... | ... | ... | ... | 1·48 | 2nd ,, | |
| 40·41 | 52·24 | 57·47 | 45·60 | 20·55 | 62·43 | 4·39 | 5·56 | 14·02 | 9·12 | 27·26 | 19·22 | 42·38 | 1st half | 135b |
| 56·48 | 62·86 | 56·92 | 33·62 | 33·90 | 62·85 | 9·29 | 15·36 | 19 02 | 29·85 | 38·47 | 23·80 | 55·16 | 2nd ,, | |
| —41·01 | 36·49 | 12·48 | 66·99 | 20·22 | 49·79 | 12·09 | 8·59 | 17·90 | 25·57 | 33 64 | 15·94 | 54·45 | 1st half | 136b |
| 70 27 | 44·04 | 14·32 | 75·51 | 19·11 | 46·42 | 9·29 | 8·96 | 11·13 | 48 02 | 32·10 | 19·19 | 54·52 | 2nd ,, | |
| 411·39 | 489·29 | 403·97 | 457·88 | 255·75 | 792·81 | 335·74 | 210·74 | 266·50 | 337·33 | 427·25 | 337·11 | 607·89 | 1st half | 137c |
| 557·60 | 509·47 | 420·87 | 427·37 | 354 80 | 602·79 | 155·63 | 219·33 | 269·54 | 463 36 | 404·46 | 368·05 | 550·83 | 2nd ,, | |
| 1·30 | 1·08 | 3·67 | 1·12 | 0·89 | 0·78 | 0·50 | 2 01 | 1·63 | 1·67 | 1·26 | 1·20 | 1·09 | 1st half | 131c |
| 1 33 | 1·03 | 3·45 | 1·13 | 0·98 | 1·04 | 0·54 | 2·02 | 2·06 | 2·05 | 1·34 | 1·21 | 1·20 | 2nd ,, | |
| 2·54 | 3·29 | 6·14 | 2·52 | 1·74 | 4·15 | 9·08 | 6·50 | 4·78 | 3·41 | 4·27 | 2·19 | 3 69 | 1st half | 132c |
| 2·93 | 3 18 | 5·93 | 2·70 | 3·22 | 3·60 | 3·24 | 6·36 | 5 38 | 3·88 | 3·91 | 2·29 | 3·54 | 2nd ,, | |
| 0·75 | 0·35 | 1·36 | 0·46 | 0·77 | 0·25 | 0·13 | 0·13 | 0·21 | 0·21 | 0·58 | 0·26 | 1·09 | 1st half | 133c |
| 0·59 | 0·29 | 1·56 | 0·52 | 0·49 | 0·34 | 0·15 | 0·05 | 0·39 | 1·11 | 0·84 | 0·32 | 0·65 | 2nd ,, | |
| ... | ... | ... | 0·02 | 0·04 | ... | ... | ... | 0·06 | ... | ... | ... | 0·04 | 1st half | 134c |
| ... | ... | ... | 0·03 | 0·09 | ... | ... | ... | ... | ... | ... | ... | 0·02 | 2nd ,, | |
| 0·45 | 0·61 | 1·97 | 0·54 | 0·33 | 0·54 | 0·13 | 0·24 | 0·40 | ... | 0·46 | 0·23 | 0·49 | 1st half | 135c |
| 0·63 | 0·71 | 1·78 | 0·46 | 0·54 | 0·69 | 0·26 | 0·66 | 0·62 | 0·54 | 0·70 | 0·28 | 0·68 | 2nd ,, | |
| —0·46 | 0·43 | 0·39 | 0·80 | 0·32 | 0·43 | 0 37 | 0·38 | 0·51 | 0·45 | 0·56 | 0·19 | 0·63 | 1st half | 136c |
| 0·79 | 0·49 | 0·46 | 1·04 | 0·31 | 0·52 | 0 36 | 0·38 | 0·36 | 0·88 | 0·58 | 0·24 | 0·67 | 2nd ,, | |
| 4·58 | 5·76 | 13·48 | 5·46 | 4·09 | 6 85 | 10·21 | 9·28 | 7·59 | 5·90 | 7·13 | 4·07 | 7·01 | 1st half | 137c |
| 6·27 | 5·70 | 13·18 | 5·88 | 5·63 | 0 69 | 4·46 | 9·47 | 8·81 | 8·46 | 7·37 | 4·34 | 6·76 | 2nd ,, | |
| 0·27 | 0·37 | 1·06 | 0·35 | 0·32 | 0 20 | 0·18 | 0·59 | 0·58 | 0·58 | 0·43 | 0·44 | 0·34 | 1st half | 131d |
| 0·28 | 0·39 | 1·04 | 0·39 | 0·39 | 0·27 | 0 18 | 0·62 | 0 79 | 0·75 | 0·49 | 0·44 | 0·41 | 2nd ,, | |
| 0·53 | 1·12 | 1·79 | 0·77 | 0·64 | 1·06 | 3·32 | 1·90 | 1·69 | 1·18 | 1·47 | 0·80 | 1·18 | 1st half | 132d |
| 0·61 | 1·21 | 1·78 | 0·71 | 1·28 | 0·94 | 1 10 | 1·95 | 2 06 | 1·40 | 1·43 | 0·83 | 1·22 | 2nd ,, | |
| 0·16 | 0·12 | 0·40 | 0·14 | 0·29 | 0·24 | 0·05 | 0·04 | 0·07 | 0·07 | 0 20 | 0·10 | 0·35 | 1st half | 133d |
| 0·12 | 0·11 | 0·47 | 0·18 | 0·20 | 0·22 | 0·05 | 0·01 | 0·15 | 0·39 | 0·31 | 0·12 | 0·22 | 2nd ,, | |
| ... | ... | ... | ... | 0·02 | ... | ... | ... | 0·02 | ... | ... | ... | 0 01 | 1st half | 134d |
| ... | ... | ... | 0·01 | 0·04 | ... | ... | ... | ... | ... | ... | ... | 0·01 | 2nd ,, | |
| 0·10 | 0·21 | 0·56 | 0·17 | 0·12 | 0·13 | 0·05 | 0·08 | 0·14 | 0·05 | 0·16 | 0·08 | 0·16 | 1st half | 135d |
| 0·13 | 0·27 | 0·53 | 0·16 | 0·21 | 0·18 | 0.09 | 0 20 | 0 23 | 0·20 | 0·25 | 0·10 | 0·23 | 2nd ,, | |
| —0·10 | 0·15 | 0·14 | 0·25 | 0·12 | 0·11 | 0·13 | 0 11 | 0·18 | 0·16 | 0·19 | 0·07 | 0·20 | 1st half | 136d |
| 0·17 | 0·19 | 0·14 | 0·34 | 0.12 | 0 13 | 0·09 | 0 11 | 0·14 | 0·32 | 0·21 | 0·07 | 0·23 | 2nd ,, | |
| 0·96 | 1·97 | 3·92 | 1·68 | 1·51 | 1·74 | 3·73 | 2·72 | 2·68 | 2·04 | 2·45 | 1·49 | 2·24 | 1st half | 137d |
| 1·31 | 2·17 | 3·96 | 1·99 | 2·24 | 1·74 | 1·51 | 2·89 | 3·37 | 3·06 | 2·69 | 1·56 | 2·32 | 2nd ,, | |

# Appendix 46.
Analysis.

# APPEN
*Analysis of working of each railway*

NOTE.—These Statistics are not

| Serial number. | PARTICULARS. | | GAUGE. | 5′ 6″. | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Class: No. | 1 | 2 (*a*) | 3 | 4 (*a*) | 4 (*b*) | 6 | 7 | 8 (*a*) to (*g*) | 9 (*a*) to (*f*). | 10 (*a*) & (*b*). |
| | | | Calendar year 1901 by half-years. | East Indian. | Eastern Bengal. | Bengal Central. | Bengal-Nagpur. | Raipur-Dhamtari. (2′ 6″) | Oudh and Rohilkhand. | North Western. | Great Indian Peninsula. | Bombay, Baroda and Central India. | The Nizam's Guaranteed State. |
| | | | | | | | | | | | TABLE B.—LOCOMOTIVE | | |
| | Average price of fuel per ton in terms of | coal | 1st half | 1·89 | 7·12 | 6·18 | 3·74 | 5 10 | 10·16 | 14·80 | 10·77 | 19·97 | 4·55 |
| | | | 2nd „ | 1·94 | 7·02 | 6·18 | 3 75 | 3·69 | 9·53 | 13·99 | ... | ... | 4·66 |
| | | wood | 1st half | ... | ... | ... | ... | ... | .. | ... | ... | ... | ... |
| | | | 2nd „ | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | PER TRAIN-MILE. | | | | | | | | | | | | |
| 138*a* | General superintendence including office expenses | *Annas* | 1st half | 0·56 | 0·67 | 0·68 | 0·87 | 0·45 | 0·55 | 0·68 | 0·57 | 1·01 | 0·91 |
| | | | 2nd „ | 0·59 | 0·56 | 0·56 | 0·93 | 0 81 | 0·54 | 0·73 | 0·68 | 1·08 | 0·79 |
| 139*a* | Running expenses | „ | 1st half | 2·07 | 2·02 | 1·30 | 2·12 | 0·84 | 0·89 | 1·76 | 2·66 | 2·99 | 1·81 |
| | | | 2nd „ | 2·11 | 1·84 | 1·15 | 2·13 | 1·18 | 0·97 | 1·75 | 2·85 | 2·87 | 1·87 |
| 140*a* | Fuel | „ | 1st half | 0·86 | 2·73 | 2·22 | 1·45 | 0 78 | 3·77 | 5·22 | 4·08 | 7·92 | 2·21 |
| | | | 2nd „ | 0·86 | 2·69 | 2·36 | 1·33 | 0·50 | 3·42 | 4·67 | 4·25 | 6·02 | 2·11 |
| 141*a* | Water | „ | 1st half | 0·10 | 0·18 | 0·19 | 0·22 | 0 20 | 0·09 | 0·23 | 0·36 | 0·54 | 0·33 |
| | | | 2nd „ | 0·10 | 0·16 | 0·14 | 0·19 | 0·37 | 0 11 | 0·22 | 0·32 | 0·51 | 0 32 |
| 142*a* | Oil, tallow and other stores | „ | 1st half | 0·36 | 0·31 | 0·27 | 0·40 | 0·17 | 0·26 | 0·37 | 0·42 | 0·58 | 0·33 |
| | | | 2nd „ | 0·37 | 0 30 | 0·20 | 0·35 | ... | 0·25 | 0·37 | 0·43 | 0·56 | 0 34 |
| 143*a* | Maintenance and renewal of locomotives. | | 1st half | 1·85 | 1·75 | 2·66 | 1·51 | 0·55 | 1·21 | 3·44 | 3·44 | 2·86 | 1·76 |
| | | | 2nd „ | 2·13 | 5·59 | 1·63 | 1·94 | 0·88 | 1·22 | 2·81 | 4·45 | 3·90 | 2·13 |
| 143A (*a*) | Maintenance and renewal of machinery, tools and plant | „ | 1st half | 0·15 | 0·58 | 0·06 | 0·12 | 0·03 | 0·10 | 0·23 | 0·18 | 0·29 | 0·13 |
| | | | 2nd „ | 0 23 | 0·34 | 0·05 | 0·15 | 0·04 | 0·11 | 0·27 | 0·23 | 0·34 | 0·06 |
| 144*a* | Other charges (net) | „ | 1st half | 0·88 | 0·37 | 0·34 | 1·44 | 0·24 | 1·12 | 0·93 | 1·03 | 1·03 | 0·69 |
| | | | 2nd „ | 1 16 | 0 26 | 0 16 | 1·48 | 1 78 | 1·00 | 1·30 | 1·11 | 1·20 | 0·71 |
| 145*a* | Total locomotive expenses | „ | 1st half | 6·83 | 8·61 | 7·72 | 8·13 | 3·26 | 7·09 | 12·88 | 12·74 | 17·19 | 8·17 |
| | | | 2nd „ | 7 55 | 11·74 | 6 25 | 8·30 | 5·36 | 7 62 | 12·12 | 14·32 | 16·48 | 8 33 |
| | Fuel consumed in terms of | coal* | *lbs.* 1st half | 63·58 | 53·74 | 40·29 | 54·47 | 21·33 | 47·88 | 48·08 | 53·06 | 55·49 | 67·97 |
| | | | 2nd „ | 62·53 | 53·62 | 42 70 | 49·33 | 19·15 | 46 00 | 46·19 | 51·32 | 53·45 | 63·54 |
| | | wood | „ 1st half | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | | 2nd „ | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | PER ENGINE-MILE. | | | | | | | | | | | | |
| 138*b* | General superintendence including office expenses | *Annas* | 1st half | 0·45 | 0·46 | 0·56 | 0·78 | 0·44 | 0·47 | 0·60 | 0·50 | 0·85 | 0·77 |
| | | | 2nd „ | 0 46 | 0·40 | 0·44 | 0·83 | 0 79 | 0·46 | 0·64 | 0·59 | 0·92 | 0·67 |
| 139*b* | Running expenses | „ | 1st half | 1·66 | 1·42 | 1·06 | 1·90 | 0·82 | 0·76 | 1·54 | 2·31 | 2·53 | 1·56 |
| | | | 2nd „ | 1·68 | 1·33 | 0·91 | 1·90 | 1·15 | 0 83 | 1·54 | 2·48 | 2·45 | 1·59 |
| 140*b* | Fuel | „ | 1st half | 0·69 | 1·52 | 1 81 | 1·30 | 0·75 | 3·21 | 4·57 | 3·54 | 6 70 | 1·90 |
| | | | 2nd „ | 0 70 | 1·95 | 1·87 | 1·18 | 0·48 | 2·92 | 4·09 | 3·70 | 5·13 | 1·80 |
| 141*b* | Water | „ | 1st half | 0·08 | 0·12 | 0·15 | 0·20 | 0·19 | 0·08 | 0·20 | 0·29 | 0·44 | 0·28 |
| | | | 2nd „ | 0·08 | 0 12 | 0 11 | 0·18 | 0·37 | 0·09 | 0·19 | 0·28 | 0·43 | 0·27 |
| 142*b* | Oil, tallow and other stores | „ | 1st half | 0·29 | 0·22 | 0·22 | 0·36 | 0·17 | 0·22 | 0·32 | 0·37 | 0·49 | 0·28 |
| | | | 2nd „ | 0·30 | 0·22 | 0·15 | 0·32 | ... | 0·21 | 0·33 | 0·38 | 0·48 | 0·30 |
| 143*b* | Maintenance and renewal of locomtives | „ | 1st half | 1·48 | 1·22 | 2·16 | 1·35 | 0·53 | 1·03 | 3·01 | 2·99 | 2·42 | 1·52 |
| | | | 2nd „ | 1·70 | 4·04 | 1·30 | 1·73 | 0·86 | 1·05 | 2·47 | 3·87 | 3·32 | 1·82 |
| 143 (*b*) A | Maintenance and renewal of machinery, tools and plant | „ | 1st half | 0·12 | 0·41 | 0 05 | 0·11 | 0·03 | 0·08 | 0·20 | 0·15 | 0·25 | 0·12 |
| | | | 2nd „ | 0·18 | 0·25 | 0·04 | 0·13 | 0·04 | 0·10 | 0·24 | 0·20 | 0·29 | 0·05 |
| 144*b* | Other charges (net) | „ | 1st half | 0·71 | 0·26 | 0·28 | 1·29 | 0·23 | 0·96 | 0·84 | 0·90 | 0·87 | 0·60 |
| | | | 2nd „ | 0·93 | 0·19 | 0·12 | 1·33 | 1·74 | 0·86 | 1·14 | 0·97 | 1·02 | 0·60 |
| 145*b* | Total locomotive expenses | „ | 1st half | 5·48 | 6·03 | 6·29 | 7·29 | 3·16 | 6·81 | 11·28 | 11·05 | 14·55 | 7 03 |
| | | | 2nd „ | 6·03 | 8·50 | 4·95 | 7·60 | 5·43 | 6·52 | 10·64 | 12·47 | 14·04 | 7·10 |
| | Fuel consumed in terms of | coal* | *lbs.* 1st half | 51·00 | 37·64 | 39·80 | 48·82 | 21·12 | 40·83 | 42·12 | 46·02 | 46·97 | 58·47 |
| | | | 2nd „ | 49 93 | 38·79 | 33·85 | 44·11 | 18 73 | 39 36 | 40·55 | 44·67 | 45·54 | 54·15 |
| | | wood | „ 1st half | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | | 2nd „ | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |

* The standard used is Kurhurbaree coal, except in the case of the Nizam's Guaranteed State Railway, which uses Singareni coal.

# DIX 46—*contd.*



*(by systems) during each half-year of 1901*—contd.

prepared by the railways not shown.

| | 3′ 3⅜″. | | | | | | | | | | | | Gauge. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11 (*a*) to (*c*) | 2 (*b*) to (*d*). | 14 | 16 | 17 (*a*) & (*b*). | 9 (*g*) to (*j*). | 18 | 19 | 20 | 10 (*c*). | 21 | 23 | 24 | Class: No. | Serial number. |
| Madras. | Eastern Bengal. | Assam-Bengal. | Bengal and North-Western. | Rohilkund and Kumaon. | Rajputana-Malwa. | Jodhpur-Bikaner. | Udáipur-Chitor. | Bhávnagar-Gondal-Junágad-Porbandar. | Hyderabad Godavári Valley. | Southern Mahratta. | South Indian. | Burma. | Calendar year 1901 by half-years. | |
| **EXPENSES.** | | | | | | | | | | | | | | |
| 13·24 | 8·51 | 10·10 | 6·60 | ... | 17·98 | ... | 25·19 | 20·71 | 7·50 | 9·87 | 16·26 | 12·74 | 1st half | |
| 13·92 | 7·62 | 8·32 | 6·46 | ... | 18·82 | ... | 26·02 | 21·08 | 6·90 | 10·26 | 16·88 | 12·46 | 2nd ,, | |
| ... | ... | ... | ... | 3·64 | ... | ... | ... | ... | ... | ... | ... | ... | 1st half | |
| ... | ... | ... | ... | 3·79 | ... | ... | ... | ... | ... | ... | ... | ... | 2nd ,, | |
| 0·63 | 0·61 | 1·23 | 0·38 | 0·65 | 0·59 | 0·63 | 2·07 | 0·98 | 0·84 | 0·93 | 0·67 | 0·84 | 1st half | 138*a* |
| 0·62 | 0·53 | 1·18 | 0·44 | 0·67 | 0·80 | 0·61 | 2·01 | 1·19 | 1·19 | 1·01 | 0·65 | 0·91 | 2nd ,, | |
| 1·84 | 1·02 | 1·40 | 0·78 | 0·81 | 1·76 | 0·72 | 0·79 | 1·45 | 1·31 | 1·63 | 1·53 | 2·62 | 1st half | 139*a* |
| 1·93 | 1·02 | 1·42 | 0·87 | 0·78 | 2·14 | 0·75 | 0·92 | 1·49 | 1·41 | 1·73 | 1·49 | 2·61 | 2nd ,, | |
| 4·85 | 1·97 | 2·95 | 1·76 | 1·73 | 4·65 | 5·13 | 7·48 | 4·50 | 2·19 | 2·47 | 3·55 | 4·40 | 1st half | 140*a* |
| 5·04 | 1·75 | 2·58 | 1·67 | 1·93 | 4·48 | 4·91 | 6·23 | 4·16 | 2·03 | 2·42 | 3·50 | 4·47 | 2nd ,, | |
| 0·23 | 0·12 | 0·34 | 0·14 | 0·12 | 0·30 | 0·30 | 0·42 | 0·20 | 0·31 | 0·23 | 0·16 | 0·35 | 1st half | 141*a* |
| 0·22 | 0·12 | 0·36 | 0·15 | 0·13 | 0·38 | 0·32 | 0·44 | 0·23 | 0·31 | 0·24 | 0·14 | 0·40 | 2nd ,, | |
| 0·32 | 0·10 | 0·27 | 0·18 | 0·22 | 0·34 | 0·38 | 0·40 | 0·36 | 0·29 | 0·25 | 0·28 | 0·34 | 1st half | 142*a* |
| 0·35 | 0·21 | 0·30 | 0·19 | 0·22 | 0·42 | 0·48 | 0·29 | 0·41 | 0·28 | 0·15 | 0·26 | 0·35 | 2nd ,, | |
| 3·67 | 1·05 | 1·44 | 0·81 | 1·05 | 1·68 | 1·68 | 0·73 | 1·73 | 0·75 | 1·67 | 1·87 | 1·73 | 1st half | 143*a* |
| 1·93 | 1·90 | 0·89 | 0·86 | 0·97 | 2·90 | 1·47 | 1·81 | 2·29 | 0·80 | 1·83 | 3·42 | 2·19 | 2nd ,, | |
| 0·06 | 0·18 | 0·02 | 0·03 | 0·08 | 0·17 | 0·08 | 0·53 | 0·13 | 0·22 | 0·26 | 0·21 | 0·22 | 1st half | 143 A (*a*) |
| 0·06 | 0·15 | 0·05 | 0·03 | 0·17 | 0·25 | 0·11 | 0·23 | 0·12 | 0·19 | 0·24 | 0·23 | 0·25 | 2nd ,, | |
| 1·11 | 0·87 | 0·55 | 0·75 | 0·51 | 0·61 | 1·01 | 0·02 | 0·13 | 0·61 | 1·37 | 0·14 | 0·98 | 1st half | 144*a* |
| 1·20 | 0·89 | 0·44 | —0·38 | 0·41 | 0·88 | 0·87 | ... | 0·17 | 0·47 | 1·42 | 0·19 | 0·88 | 2nd ,, | |
| 12·76 | 6·02 | 8·20 | 4·83 | 5·17 | 10·10 | 9·93 | 12·44 | 9·49 | 6·55 | 8·71 | 8·36 | 11·48 | 1st half | 145*a* |
| 11·35 | 6·57 | 7·22 | 4·45 | 5·28 | 12·25 | 9·52 | 11·93 | 10·06 | 6·68 | 9·04 | 9·88 | 12·06 | 2nd ,, | |
| 51·29 | 32·38 | 40·01 | 37·28 | ... | 36·21 | 35·61 | 31·26 | 30·40 | 40·88 | 34·94 | 30·58 | 48·40 | 1st half | |
| 50·68 | 32·10 | 37·31 | 33·64 | ... | 33·31 | 34·80 | 33·59 | 27·59 | 41·28 | 33·04 | 29·02 | 50·20 | 2nd ,, | |
| ... | ... | ... | ... | 70·05 | ... | ... | ... | ... | ... | ... | ... | ... | 1st half | |
| ... | ... | ... | ... | 71·34 | ... | ... | ... | ... | ... | ... | ... | ... | 2nd ,, | |
| 0·53 | 0·49 | 1·03 | 0·33 | 0·52 | 0·52 | 0·59 | 1·91 | 0·89 | 0·76 | 0·83 | 0·61 | 0·69 | 1st half | 138*b* |
| 0·53 | 0·43 | 0·99 | 0·38 | 0·58 | 0·70 | 0·58 | 1·88 | 1·10 | 1·08 | 0·90 | 0·60 | 0·75 | 2nd ,, | |
| 1·58 | 0·81 | 1·18 | 0·67 | 0·64 | 1·56 | 0·69 | 0·72 | 1·32 | 1·20 | 1·46 | 1·40 | 2·14 | 1st half | 139*b* |
| 1·64 | 0·83 | 1·20 | 0·75 | 0·63 | 1·87 | 0·71 | 0·86 | 1·38 | 1·30 | 1·54 | 1·37 | 2·13 | 2nd ,, | |
| 4·15 | 1·59 | 2·48 | 1·50 | 1·38 | 4·12 | 4·88 | 6·88 | 4·09 | 2·01 | 2·20 | 3·25 | 3·60 | 1st half | 140*b* |
| 4·27 | 1·42 | 2·18 | 1·43 | 1·60 | 3·90 | 4·66 | 5·82 | 3·84 | 1·87 | 2·16 | 3·21 | 3·66 | 2nd ,, | |
| 0·20 | 1·10 | 0·29 | 0·12 | 0·10 | 0·27 | 0·28 | 0·39 | 0·18 | 0·29 | 0·20 | 0·14 | 0·29 | 1st half | 141*b* |
| 0·19 | 0·09 | 0·30 | 0·13 | 0·11 | 0·33 | 0·31 | 0·41 | 0·21 | 0·29 | 0·22 | 0·13 | 0·33 | 2nd ,, | |
| 0·31 | 0·16 | 0·23 | 0·15 | 0·17 | 0·30 | 0·36 | 0·37 | 0·32 | 0·27 | 0·13 | 0·26 | 0·28 | 1st half | 142*b* |
| 0·29 | 0·17 | 0·25 | 0·17 | 0·18 | 0·36 | 0·45 | 0·27 | 0·38 | 0·26 | 0·13 | 0·24 | 0·29 | 2nd ,, | |
| 3·14 | 0·85 | 1·21 | 0·70 | 0·83 | 1·49 | 1·60 | 0·67 | 1·58 | 0·69 | 1·49 | 1·71 | 1·47 | 1st half | 143*b* |
| 1·64 | 1·54 | 0·75 | 0·73 | 0·80 | 2·53 | 1·39 | 1·64 | 2·11 | 0·74 | 1·63 | 3·13 | 1·80 | 2nd ,, | |
| 0·05 | 0·16 | 0·02 | 0·02 | 0·07 | 0·14 | 0·08 | 0·48 | 0·12 | 0·20 | 0·23 | 0·15 | 0·18 | 1st half | 143 A (*b*) |
| 0·05 | 0·13 | 0·04 | 0·02 | 0·14 | 0·22 | 0·09 | 0·22 | 0·12 | 0·17 | 0·21 | 0·20 | 0·20 | 2nd ,, | |
| 0·95 | 0·70 | 0·46 | 0·64 | 0·40 | 0·54 | 0·96 | 0·02 | 0·12 | 0·59 | 1·22 | 0·13 | 0·80 | 1st half | 144*b* |
| 1·01 | 0·73 | 0·38 | —0·33 | 0·34 | 0·77 | 0·82 | ... | 0·16 | 0·43 | 1·27 | 0·18 | 0·72 | 2nd ,, | |
| 10·91 | 4·86 | 6·90 | 4·13 | 4·11 | 8·94 | 9·44 | 11·44 | 8·62 | 6·01 | 7·76 | 7·65 | 9·39 | 1st half | 145*b* |
| 9·62 | 5·34 | 6·09 | 3·81 | 4·38 | 10·68 | 9·01 | 11·10 | 9·30 | 6·14 | 8·06 | 9·06 | 9·88 | 2nd ,, | |
| 43·88 | 26·15 | 28·24 | 31·90 | ... | 32·07 | 33·87 | 36·14 | 27·63 | 37·54 | 31·15 | 27·96 | 39·59 | 1st half | |
| 42·94 | 26·06 | 31·49 | 29·05 | ... | 29·03 | 32·93 | 31·42 | 25·51 | 37·94 | 29·46 | 26·60 | 41·11 | 2nd ,, | |
| ... | ... | ... | ... | 55·79 | ... | ... | ... | ... | ... | ... | ... | ... | 1st half | |
| ... | ... | ... | ... | 59·06 | ... | ... | ... | ... | ... | ... | ... | ... | 2nd ,, | |

*P. T. O.*

Appendix 46.
Analysis.

# APPEN

## *Analysis of working of each railway*

NOTE.—These statistics are not

| Serial number. | PARTICULARS. | GAUGE. | 5′ 6″ | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Class: No. | 1 | 2 (*a*) | 3 | 4 (*a*). | 4 (*b*). | 6 | 7 | 8 (*a*) to (*g*) | 9 (*a*) to (*f*) | 10 (*a*) & (*b*) |
| | | Calendar year 1901 by half-years. | East Indian. | Eastern Bengal. | Bengal-Central. | Bengal-Nagpur. | Raipur Dhamtari. (2′ 6″) | Oudh and Rohilkhand. | North Western. | Great Indian Peninsula. | Bombay, Baroda and Central India. | The Nizam's Guaranteed State. |
| | PER 1,000 GROSS TON-MILES. | | | | | | | | | TABLE B.—LOCOMOTIVE | | |
| 138*c* | General superintendence (including office expenses) . . . *Rs* | 1st half | 0·09 | 0·13 | 0·18 | 0·16 | 0·42 | 0·12 | 0·12 | 0·10 | 0·15 | 0·15 |
| | | 2nd ,, | 0·09 | 0·11 | 0·11 | 0·19 | 0·94 | 0·11 | 0·13 | 0·13 | 0·19 | 0·14 |
| 139*c* | Running expenses . . . ,, | 1st half | 0·34 | 0·41 | 0·33 | 0·40 | 0·78 | 0·19 | 0·32 | 0·48 | 0·45 | 0·29 |
| | | 2nd ,, | 0·33 | 0·36 | 0·24 | 0·42 | 1·37 | 0·21 | 0·32 | 0·56 | 0·51 | 0·31 |
| 140*c* | Fuel . . . . . ,, | 1st half | 0·14 | 0·55 | 0·57 | 0·27 | 0·73 | 0·79 | 0·96 | 0·73 | 1·19 | 0·36 |
| | | 2nd ,, | 0·14 | 0·52 | 0·49 | 0·26 | 0·59 | 0·73 | 0·85 | 0·83 | 1·06 | 0·36 |
| 141*c* | Water . . . . . ,, | 1st half | 0·02 | 0·04 | 0·05 | 0·04 | 0·18 | 0·02 | 0·04 | 0·05 | 0·08 | 0·05 |
| | | 2nd ,, | 0·01 | 0·03 | 0·03 | 0·04 | 0·41 | 0·02 | 0·04 | 0·06 | 0·09 | 0·05 |
| 142*c* | Oil, tallow and other stores . ,, | 1st half | 0·06 | 0·06 | 0·07 | 0·08 | 0·16 | 0·05 | 0·07 | 0·08 | 0·09 | 0·05 |
| | | 2nd ,, | 0·06 | 0·07 | 0·04 | 0·07 | ... | 0·05 | 0·07 | 0·08 | 0·10 | 0·06 |
| 143*c* | Maintenance and renewal of locomotives . . . ,, | 1st half | 0·31 | 0·35 | 0·69 | 0·28 | 0·50 | 0·25 | 0·63 | 0·62 | 0·43 | 0·30 |
| | | 2nd ,, | 0·33 | 1·09 | 0·34 | 0·39 | 1·03 | 0·26 | 0·51 | 0·87 | 0·68 | 0·36 |
| 143 A (*c*) | Maintenance and renewal of machinery, tools and plant . . . . . ,, | 1st half | 0·03 | 0·12 | 0·01 | 0·02 | 0·03 | 0·02 | 0·04 | 0·03 | 0·04 | 0·03 |
| | | 2nd ,, | 0·03 | 0·06 | 0·01 | 0·03 | 0·05 | 0·03 | 0·05 | 0·05 | 0·06 | 0·01 |
| 144*c* | Other charges (net) . . ,, | 1st half | 0·15 | 0·07 | 0·09 | 0·27 | 0·22 | 0·23 | 0·18 | 0·18 | 0·16 | 0·11 |
| | | 2nd ,, | 0·19 | 0·05 | 0·03 | 0·29 | 2·08 | 0·21 | 0·24 | 0·21 | 0·21 | 0·12 |
| 145*c* | Total locomotive expenses . ,, | 1st half | 1·14 | 1·73 | 1·99 | 1·52 | 3·02 | 1·67 | 2·36 | 2·38 | 2·59 | 1·34 |
| | | 2nd ,, | 1·18 | 2·29 | 1·29 | 1·69 | 6·47 | 1·62 | 2·21 | 2·79 | 2·90 | 1·41 |
| | *Fuel* consumed in terms of coal* . lbs. | 1st half | 170·04 | 172·29 | 166·47 | 163·05 | 315·78 | 160·28 | 140·87 | 152·10 | 133·54 | 179·31 |
| | | 2nd ,, | 156·36 | 167·10 | 141·23 | 157·04 | 357·18 | 156·91 | 134·62 | 159·95 | 150·71 | 172·42 |
| | wood . ,, | 1st half | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | 2nd ,, | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | PER TOTAL TRAIN-MILE. | | | | | | | | | TABLE C.—CARRIAGE | | |
| 146*a* | General superintendence (including office expenses) . . *Annas* | 1st half | 0·14 | 0·39 | 0·34 | 0·17 | 0·13 | 0·12 | 0·20 | 0·18 | 0·35 | 0·22 |
| | | 2nd ,, | 6·13 | 0·29 | 0·27 | 0·20 | 0·18 | 0·12 | 0·14 | 0·21 | 0·37 | 0·17 |
| 147*a* | Repairs and renewals of coaching vehicles . . ,, | 1st half | 0·42 | 3·37 | 0·57 | 0·43 | 0·06 | 0·68 | 0·67 | 0·90 | 1·64 | 3·02 |
| | | 2nd ,, | 0·41 | 0·94 | 1·23 | 1·00 | 0·08 | 1·03 | 0·91 | 1·28 | 2·03 | 0·88 |
| 148*a* | Repairs and renewals of goods vehicles . . ,, | 1st half | 1·21 | 1·30 | 0·60 | 0·66 | —0·07 | 0·57 | 2·59 | 1·16 | 2·66 | 0·66 |
| | | 2nd ,, | 1·41 | 2·49 | 0·83 | 0·85 | 0·52 | 0·42 | 0·99 | 1·39 | 2·79 | 0·45 |
| 148 A (*a*) | Repairs and renewals of machinery, tools and plant ,, | 1st half | 0·00 | 0·04 | 0·03 | 0·02 | ... | 0·02 | 0·04 | 0·06 | 0·11 | 0·06 |
| | | 2nd ,, | 0·02 | 0·06 | 0·01 | 0·03 | ... | 0·03 | 0·04 | 0·11 | 0·14 | 0·10 |
| 149*a* | Cleaning and oiling . . ,, | 1st half | 0·21 | 0·46 | 0·33 | 0·58 | 0·13 | 0·32 | 0·35 | 0·40 | 0·64 | 0·32 |
| | | 2nd ,, | 0·22 | 0·40 | 0·28 | 0·70 | 0·39 | 0·30 | 0·33 | 0·47 | 0·61 | 0·34 |
| 150*a* | Other charges (net) . . ,, | 1st half | 0·02 | 0·03 | 0·01 | 0·02 | ... | 0·02 | 0·06 | 0·01 | 0·05 | 0·00 |
| | | 2nd ,, | 0·03 | 0·02 | ... | 0·07 | 0·02 | 0·02 | 0·04 | 0·01 | 0·04 | 0·00 |
| 151*a* | Total carriage and wagon expenses . . . ,, | 1st half | 2·00 | 5·59 | 1·30 | 1·88 | 0·25 | 1·73 | 3·91 | 2·71 | 5·45 | 2·28 |
| | | 2nd ,, | 2·22 | 4·26 | 1·57 | 2·85 | 1·19 | 1·92 | 2·45 | 3·67 | 5·98 | 1·94 |
| | PER 1,000 VEHICLE-MILES RUN BY HOME VEHICLES. | | | | | | | | | | | |
| 146*b* | General superintendence (including office expenses) . . . *Rs* | 1st half | 0·38 | 1·15 | 1·30 | 0·38 | 0·77 | 0·26 | 0·55 | 0·54 | 0·73 | 0·56 |
| | | 2nd ,, | 0·34 | 0·85 | 0·76 | 0·45 | 1·19 | 0·31 | 0·39 | 0·69 | 0·94 | 0·37 |
| 147*b* | Repairs and renewals of coaching vehicles † . . . ,, | 1st half | 4·29 | 23·34 | 2·16 | 3·13 | 1·16 | 5·51 | 5·60 | 10·18 | 11·91 | 12·16 |
| | | 2nd ,, | 3·90 | 8·18 | 4·23 | 6·72 | 0·89 | 7·67 | 3·26 | 12·20 | 12·75 | 9·50 |
| 148*b* | Repairs and renewals of goods vehicles † . . . . ,, | 1st half | 4·64 | 6·57 | 2·38 | 2·01 | —0·59 | 1·67 | 10·43 | 4·89 | 7·95 | 2·08 |
| | | 2nd ,, | 5·57 | 10·53 | 2·03 | 3·04 | 10·06 | 1·77 | 4·13 | 7·91 | 12·00 | 1·40 |
| 148 A (*b*) | Repairs and renewals of machinery, tools and plant . ,, | 1st half | 0·01 | 0·11 | 0·13 | 0·05 | ... | 0·05 | 0·10 | 0·19 | 0·24 | 0·14 |
| | | 2nd ,, | 0·06 | 0·15 | 0·03 | 0·08 | ... | 0·09 | 0·11 | 0·35 | 0·36 | 0·23 |
| 149*b* | Cleaning and oiling . . ,, | 1st half | 0·59 | 1·33 | 1·18 | 1·26 | 0·77 | 0·69 | 0·97 | 1·24 | 1·35 | 0·81 |
| | | 2nd ,, | 0·61 | 1·13 | 0·78 | 1·63 | 2·71 | 0·80 | 0·90 | 1·53 | 1·55 | 0·84 |
| 150*b* | Other charges (net) . . ,, | 1st half | 0·0 | 0·07 | 0·04 | 0·03 | ... | 0·04 | 0·16 | 0·03 | 0·12 | ... |
| | | 2nd ,, | 0·09 | 0·05 | 0·01 | 0·17 | 0·10 | 0·05 | 0·10 | 0·03 | 0·09 | ... |
| 151*b* | Total carriage and wagon expenses . . . . ,, | 1st half | 5·59 | 16·27 | 4·18 | 4·07 | 1·45 | 3·74 | 10·65 | 8·33 | 11·54 | 5·69 |
| | | 2nd ,, | 6·20 | 11·95 | 4·36 | 6·64 | 8·13 | 5·14 | 6·70 | 11·99 | 15·24 | 4·65 |

* The standard used is Kurhurbaree coal, except in the case of

† These two items are calculated respectively upon the coaching and goods vehicle-mileage.

# DIX 46—*contd.*



*(by systems) during each half-year of 1901*—contd.

prepared by the railways not shown.

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 3′ 3⅜″ | | | | | | | | | | | | Gauge. | |
| 11 (*a*) to (*c*) | 12 (*b*) to (*d*) | 14 | 16 | 17 (*a*) & (*b*) | 9 (*g*) to (*f*) | 18 | 19 | 20 | 10 (*c*) | 21 | 23 | 24 | Class: No. | Serial number. |
| Madras. | Eastern Bengal. | Assam-Bengal. | Bengal and North-Western. | Rohilkund and Kumaon | Rajputana-Malwa. | Jodhpur-Bikaner. | Udaipur Chitor. | Bhavnagar-Gondal-Junagad-Porbandar | Hyderabad Godavari Valley. | Southern Mahratta. | South Indian. | Burma. | Calendar year 1901 by half years. | |
| **EXPENSES**—*concld.* | | | | | | | | | | | | | | |
| 0·13 | 0·21 | 0·36 | 0·12 | 0·25 | 0·15 | 0·23 | 0·61 | 0·35 | 0·29 | 0·32 | 0·24 | 0·27 | 1st half | 138*c* |
| 0·13 | 0·20 | 0·35 | 0·15 | 0·28 | 0·21 | 0·21 | 0·61 | 0·46 | 0·42 | 0·37 | 0·24 | 0·31 | 2nd ,, | |
| 0·39 | 0·35 | 0·41 | 0·24 | 0·30 | 0·44 | 0·26 | 0·23 | 0·52 | 0·45 | 0·56 | 0·56 | 0·84 | 1st half | 139*c* |
| 0·40 | 0·39 | 0·43 | 0·30 | 0·31 | 0·55 | 0·26 | 0·28 | 0·57 | 0·51 | 0·63 | 0·54 | 0·80 | 2nd ,, | |
| 1·01 | 0·67 | 0·86 | 0·54 | 0·64 | 1·18 | 1·88 | 2·19 | 1·60 | 0·76 | 0·85 | 1·30 | 1·40 | 1st half | 140*c* |
| 1·05 | 0·67 | 0·78 | 0·56 | 0·77 | 1·16 | 1·70 | 1·91 | 1·59 | 0·73 | 0·88 | 1·26 | 1·53 | 2nd ,, | |
| 0·05 | 0·04 | 0·10 | 0·04 | 0·05 | 0·08 | 0·11 | 0·12 | 0·07 | 0·11 | 0·08 | 0·06 | 0·11 | 1st half | 141*c* |
| 0·05 | 0·04 | 0·11 | 0·05 | 0·05 | 0·10 | 0·11 | 0·35 | 0·09 | 0·11 | 0·09 | 0·05 | 0·14 | 2nd ,, | |
| 0·08 | 0·07 | 0·08 | 0·06 | 0·08 | 0·09 | 0·14 | 0·11 | 0·12 | 0·10 | 0·05 | 0·10 | 0·11 | 1st half | 142*c* |
| 0·07 | 0·08 | 0·09 | 0·07 | 0·03 | 0·11 | 0·12 | 0·08 | 0·16 | 0·10 | 0·05 | 0·09 | 0·12 | 2nd ,, | |
| 0·77 | 0·36 | 0·41 | 0·25 | 0·39 | 0·42 | 0·61 | 0·21 | 0·62 | 0·26 | 0·58 | 0·69 | 0·55 | 1st half | 143*c* |
| 0·40 | 0·72 | 0·26 | 0·29 | 0·38 | 0·75 | 0·31 | 0·55 | 0·87 | 0·30 | 0·67 | 1·23 | 0·75 | 2nd ,, | |
| 0·01 | 0·06 | ... | 0·01 | 0·03 | 0·04 | 0·03 | 0·15 | 0·05 | 0·07 | 0·09 | 0·06 | 0·07 | 1st half | 143 A(*c*) |
| 0·02 | 0·06 | 0·01 | 0·01 | 0·07 | 0·07 | 0·03 | 0·07 | 0·04 | 0·07 | 0·09 | 0·08 | 0·09 | 2nd ,, | |
| 0·23 | 0·30 | 0·16 | 0·23 | 0·19 | 0·16 | 0·37 | ... | 0·05 | 0·22 | 0·47 | 0·06 | 0·31 | 1st half | 144 |
| 0·25 | 0·34 | 0·13 | *—0·13* | 0·16 | 0·23 | 0·30 | ... | 0·07 | 0·17 | 0·52 | 0·07 | 0·30 | 2nd ,, | |
| 2·67 | 2·06 | 2·38 | 1·49 | 1·93 | 2·56 | 3·63 | 3·62 | 3·38 | 2·26 | 3·00 | 3·07 | 3·66 | 1st half | 145*c* |
| 2·37 | 2·50 | 2·16 | 1·51 | 2·10 | 3·18 | 3·29 | 3·85 | 3·85 | 2·41 | 3·30 | 3·56 | 4·14 | 2nd ,, | |
| 172·00 | 177·46 | 190·64 | 183·07 | ... | 146·95 | 208·45 | 184·31 | 173·41 | 226·06 | 192·32 | 179·44 | 246·97 | 1st half | |
| 169·01 | 195·30 | 179·35 | 183·96 | ... | 131·30 | 192·75 | 165·23 | 168·77 | 238·50 | 192·88 | 167·34 | 275·65 | 2nd ,, | |
| ... | ... | ... | ... | 413·66 | ... | ... | ... | ... | ... | ... | ... | ... | 1st half | |
| ... | ... | ... | ... | 454·08 | ... | ... | ... | ... | ... | ... | ... | ... | 2nd ,, | |
| **AND WAGON EXPENSES.** | | | | | | | | | | | | | | |
| 0·15 | 0·29 | 0·41 | 0·14 | 0·28 | 0·20 | 0·14 | 0·48 | 0·31 | 0·07 | 0·30 | 0·22 | 0·24 | 1st half | 146*a* |
| 0·15 | 0·26 | 0·40 | 0·16 | 0·34 | 0·28 | 0·13 | 0·26 | 0·36 | 0·15 | 0·30 | 0·22 | 0·26 | 2nd ,, | |
| 0·91 | 1·01 | 0·90 | 0·40 | 0·80 | 0·96 | 0·46 | 2·45 | 0·71 | 0·14 | 0·94 | 1·04 | 0·77 | 1st half | 147*a* |
| 1·08 | 0·62 | 0·86 | 0·29 | 0·76 | 1·51 | 0·41 | 2·76 | 0·98 | 0·39 | 0·97 | 0·90 | 0·81 | 2nd ,, | |
| 0·62 | 1·05 | 0·76 | 0·51 | 0·59 | 1·57 | 0·22 | 1·54 | 0·56 | 0·03 | 1·37 | 0·85 | 1·31 | 1st half | 148*a* |
| 0·84 | 0·88 | 0·44 | 0·47 | 0·63 | 2·08 | 0·34 | 0·63 | 0·89 | 0·12 | 1·34 | 1·34 | 1·20 | 2nd ,, | |
| 0·04 | 0·05 | 0·01 | 0·02 | 0·05 | 0·06 | 0·02 | ... | 0·07 | 0·01 | 0·05 | 0·06 | 0·04 | 1st half | 148 (A) |
| 0·04 | 0·04 | 0·01 | 0·02 | 0·05 | 0·10 | 0·02 | 0·47 | 0·06 | 0·06 | 0·05 | 0·08 | 0·06 | 2nd ,, | |
| 0·33 | 0·24 | 0·35 | 0·27 | 0·27 | 0·38 | 0·17 | 0·51 | 0·26 | 0·26 | 0·18 | 0·26 | 0·32 | 1st half | 149*a* |
| 0·35 | 0·22 | 0·31 | 0·27 | 0·27 | 0·46 | 0·25 | 0·00 | 0·28 | 0·30 | 0·21 | 0·25 | 0·33 | 2nd ,, | |
| 0·12 | 0·06 | 0·06 | 0·02 | 0·02 | 0·03 | ... | 0·04 | 0·01 | ... | *—0·09* | *—0·03* | 0·04 | 1st half | 150*a* |
| 0·17 | 0·06 | 0·02 | *—0·10* | 0·05 | 0·02 | ... | 0·03 | ... | ... | *—0·02* | *—0·02* | 0·05 | 2nd ,, | |
| 2·17 | 2·70 | 2·49 | 1·36 | 2·01 | 3·20 | 1·01 | 5·02 | 1·93 | 0·51 | 2·75 | 2·40 | 2·72 | 1st half | 151*a* |
| 2·63 | 2·08 | 2·04 | 1·12 | 2·10 | 0·45 | 1·15 | 4·15 | 2·57 | 0·93 | 2·85 | 2·77 | 2·71 | 2nd ,, | |
| 0·50 | 0·84 | 1·05 | 0·33 | 0·68 | 0·42 | 1·09 | 1·56 | 0·80 | 0·23 | 0·85 | 0·70 | 0·57 | 1st half | 146*b* |
| 0·47 | 0·82 | 1·08 | 0·41 | 0·96 | 0·59 | 0·43 | 0·90 | 0·97 | 0·54 | 0·92 | 0·69 | 0·68 | 2nd ,, | |
| 3·08 | 7·71 | 5·25 | 2·67 | 6·41 | 9·04 | 3·48 | 10·93 | 1·87 | 1·24 | 8·01 | 6·23 | 5·16 | 1st half | 147*b* |
| 3·45 | 4·75 | 4·79 | 1·85 | 5·43 | 10·77 | 1·33 | 12·83 | 2·64 | 1·05 | 7·90 | 5·52 | 5·32 | 2nd ,, | |
| 2·11 | 5·11 | 3·57 | 1·99 | 2·04 | 4·18 | 1·71 | 17·67 | 1·46 | 0·15 | 6·02 | 5·60 | 4·95 | 1st half | 148*b* |
| 2·67 | 4·55 | 2·34 | 2·08 | 2·96 | 6·45 | 1·11 | 8·80 | 2·40 | 0·43 | 6·52 | 8·83 | 5·12 | 2nd ,, | |
| 0·13 | 0·15 | 0·03 | 0·04 | 0·11 | 0·14 | 9·15 | ... | 0·18 | 0·05 | 0·15 | 0·17 | 0·09 | 1st half | 148 A(*b*) |
| 0·14 | 0·13 | ... | 0·05 | 0·13 | 0·22 | 0·07 | 1·64 | 0·16 | 0·21 | 0·14 | 0·24 | 0·16 | 2nd ,, | |
| 1·13 | 0·71 | 0·92 | 0·67 | 0·64 | 0·78 | 1·25 | 1·65 | 0·67 | 0·81 | 0·53 | 0·81 | 0·78 | 1st half | 149*b* |
| 1·12 | 0·70 | 0·86 | 0·69 | 0·79 | 0·98 | 0·79 | ... | 0·76 | 1·05 | 0·63 | 0·81 | 0·85 | 2nd ,, | |
| 0·42 | 0·19 | 0·12 | 0·04 | 0·03 | 0·06 | 0·04 | 0·13 | 0·04 | ... | *—0·25* | *—0·08* | 0·12 | 1st half | 150*b* |
| 0·56 | 0·17 | 0·05 | *—0·25* | 0·12 | 0·06 | 0·01 | 0·13 | ... | ... | *—0·04* | *—0·04* | 0·12 | 2nd ,, | |
| 7·37 | 8·02 | 10·94 | 3·32 | 4·83 | 9·66 | 7·72 | 31·94 | 5·02 | 1·62 | 7·98 | 7·53 | 6·58 | 1st half | 151*b* |
| 8·41 | 6·44 | 9·12 | 2·91 | 5·94 | 9·62 | 3·74 | 24·30 | 6·93 | 3·28 | 8·69 | 8·82 | 7·02 | 2nd ,, | |

the Nizams's Guaranteed State railway, which uses Singareni coal.

all other items in the table being calculated upon the aggregate of both coaching and goods vehicle-mileages.

P. T. O.

Appendix 46.
Analysis.

# APPEN

## *Analysis of working of each railway*

NOTE.—These statistics are not

| Serial number. | PARTICULARS. | GAUGE. | 5′ 6″ | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Class: No. | 1 | 2 (*a*). | 3 | 4 (*a*) | 4 (*b*) | 6 | 7 | 8 (*a*) to (*g*). | 9 (*a*) to (*f*). | 10 (*a*) and (*b*). |
| | | Calendar year 1901 by half-years. | East Indian. | Eastern Bengal. | Bengal Central. | Bengal Nagpur. | Raipur Dhamtari (2′ 6″) | Oudh and Rohilkhand. | North Western. | Great Indian Peninsula. | Bombay, Baroda and Central India. | The Nizam's Guaranteed State. |
| | PER TOTAL TRAIN-MILE. | | | | | | | | | | | |
| 152 *a* | General superintendence (including office expenses) . . *Annas* | 1st half | 0·58 | 1·34 | 1·05 | 0·91 | 0·10 | 0·64 | 0·61 | 0·46 | 0·80 | 0·60 |
| | | 2nd „ | 0·60 | 1·15 | 0·90 | 0·89 | 0·13 | 0·63 | 0·60 | 0·56 | 0·86 | 0·45 |
| 153 *a* | Station staff . . . . „ | 1st half | 2·32 | 5·16 | 2·89 | 2·02 | 1·13 | 2·20 | 2·29 | 2·03 | 3·18 | 1·68 |
| | | 2nd „ | 2·25 | 5·32 | 3·32 | 2·00 | 1·17 | 2·16 | 2·38 | 2·50 | 3·29 | 1·85 |
| 154 *a* | Train staff . . . . „ | 1st half | 1·00 | 1·15 | 0·56 | 0·60 | 0·45 | 0·67 | 0·78 | 1·07 | 0·87 | 0·75 |
| | | 2nd „ | 1·01 | 0·89 | 0·51 | 0·63 | 0·42 | 0·70 | 0·81 | 1·19 | 0·86 | 0·72 |
| 155 *a* | Fuel, lighting, water and general stores . . . „ | 1st half | 0·52 | 1·15 | 0·38 | 0·59 | ... | 0·58 | 0·59 | 0·51 | 0·81 | 0·55 |
| | | 2nd „ | 0·42 | 0·80 | 0·53 | 0·62 | ... | 0·67 | 0·47 | 0·68 | 1·05 | 0·60 |
| 156 *a* | Clothing . . . . . „ | 1st half | 0·05 | 0·11 | 0·05 | ... | ... | 0·04 | 0·05 | 0·03 | 0·10 | 0·02 |
| | | 2nd „ | 0·04 | 0·05 | 0·00 | 0·06 | ... | 0·09 | 0·09 | 0·04 | 0 10 | 0·10 |
| 157 *a* | Printing, stationery and tickets . . . . „ | 1st half | 0·19 | 0·23 | 0·68 | 0·43 | 0·39 | 0·26 | 0·20 | 0·25 | ... | 0·22 |
| | | 2nd „ | 0·24 | 0·33 | 0·46 | 0·51 | ... | 0·27 | 0·22 | 0·30 | 0·43<br>0·42 | 0·27 |
| 158 *a* | Charges for delivery and collection of goods, etc. . „ | 1st half | 0·01 | 0·03 | ... | 0·01 | ... | 0·01 | ... | 0·01 | | ... |
| | | 2nd „ | 0·01 | 0·02 | ... | 0·01 | ... | 0·01 | ... | 0·02 | ... | ... |
| 159 *a* | Miscellaneous expenses . „ | 1st half | 0·03 | 0·05 | 0·03 | 0·02 | ... | 0·01 | ... | 0·01 | 0·12 | 0·02 |
| | | 2nd „ | 0·03 | 0·05 | 0·02 | 0·02 | ... | 0·00 | 0·01 | 0·01 | 0·02 | 0·04 |
| 160 *a* | Payments to other lines . „ | 1st half | 0·06 | 0·04 | 0·23 | 0·57 | ... | 0·15 | 0·05 | 0·11 | 0·06 | 0·40 |
| | | 2nd „ | 0·05 | 0·00 | 0·19 | 0·67 | ... | 0·13 | 0·03 | 0·13 | 0·08 | 0·40 |
| 161 *a* | Other charges (net) . . „ | 1st half | ... | 0·01 | ... | 0·01 | ... | 0·02 | 0·03 | 0·01 | 0·01 | ... |
| | | 2nd „ | 0·02 | 0·01 | ... | 0·03 | ... | 0·01 | 0·03 | 0·01 | 0·01 | ... |
| 162 *a* | Total traffic expenses. . „ | 1st half | 4·76 | 9·67 | 6·07 | 5·16 | 2·07 | 4·58 | 4·60 | 4·49 | 6·28 | 4·24 |
| | | 2nd „ | 4·67 | 8·62 | 5·93 | 5·44 | 1·72 | 4·67 | 4·64 | 5·19 | 6·69 | 4·43 |
| | PER CENT. ON TRAFFIC EARNINGS. *(Abstracts H and I of Revenue Accounts).* | | | | | | | | | | | |
| 152 *b* | General superintendence (including office expenses) *Per cent.* | 1st half | 0·85 | 2·13 | 2·17 | 1·55 | 0·51 | 1·25 | 1·04 | 0·66 | 0·75 | 0·86 |
| | | 2nd „ | 0·89 | 1·53 | 1·63 | 1·80 | 0·93 | 1·37 | 1·02 | 0·99 | 1·02 | 0·69 |
| 153 *b* | Station staff . . . . „ | 1st half | 3·35 | 8·86 | 5·97 | 3·44 | 5·50 | 4·31 | 3·88 | 2·92 | 3·00 | 2·42 |
| | | 2nd „ | 3·32 | 7·09 | 6·02 | 4·05 | 8·23 | 4·69 | 4·09 | 3·98 | 3·92 | 2·81 |
| 154 *b* | Train staff . . . . „ | 1st half | 1·45 | 1·83 | 1·16 | 1·02 | 2·22 | 1·32 | 1·32 | 1·54 | 0·82 | 1·08 |
| | | 2nd „ | 1·50 | 6·19 | 0·93 | 1·27 | 3·03 | 1·51 | 1·40 | 2·11 | 1·02 | 1·09 |
| 155 *b* | Fuel, lighting, water and general stores . . . „ | 1st half | 0·76 | 1·84 | 1·19 | 1·00 | ... | 1·14 | 1·00 | 0·73 | 0·76 | 0·79 |
| | | 2nd „ | 0·63 | 1·06 | 0·95 | 1·26 | ... | 1·45 | 0·81 | 1·20 | 1 24 | 0·91 |
| 156 *b* | Clothing . . . . . „ | 1st half | 0·08 | 0·17 | 0·11 | 0·01 | ... | 0·08 | 0·09 | 0·05 | 0·10 | 0·03 |
| | | 2nd „ | 0·06 | 0·07 | ... | 0·13 | −0·02 | 0·19 | 0·16 | 0·06 | 0·12 | 0·15 |
| 157 *b* | Printing, stationery and tickets . . . . . „ | 1st half | 0·27 | 0·38 | 1·42 | 0·73 | 1·90 | 0·52 | 0·33 | 0·36 | 0·41 | 0·32 |
| | | 2nd „ | 0·35 | 0·44 | 0·84 | 1·03 | ... | 0·59 | 0·37 | 0·54 | 0·50 | 0·40 |
| 158 *b* | Charges for delivery and collection of goods, etc. . „ | 1st half | 0·01 | 0·05 | ... | 0·02 | ... | 0·02 | ... | 0·02 | ... | ... |
| | | 2nd „ | 0·01 | 0·03 | ... | 0·02 | ... | 0·02 | ... | 0·03 | ... | ... |
| 159 *b* | Miscellaneous expenses . „ | 1st half | 0·04 | 0·08 | 0·06 | 0·04 | ... | 0·01 | 0·01 | 0·02 | 0·02 | 0·03 |
| | | 2nd „ | 0·04 | 0·07 | 0·04 | 0·05 | ... | 0·01 | 0·01 | 0·03 | 0·03 | 0·06 |
| 160 *b* | Payments to other lines . „ | 1st half | 0·09 | 0·06 | 0·47 | 0·98 | ... | 0·30 | 0·08 | 0·16 | 0·06 | 0·58 |
| | | 2nd „ | 0·08 | 0·00 | 0·34 | 1·36 | ... | 0·28 | 0·06 | 0·22 | 0·10 | 0·60 |
| 161 *b* | Other charges (net) . . „ | 1st half | ... | 0·01 | ... | 0 03 | ... | 0·03 | 0·05 | 0·01 | 0·01 | 0·01 |
| | | 2nd „ | 0·02 | 0·01 | ... | 0·06 | ... | 0·03 | 0·06 | 0·02 | 0·01 | ... |
| 162 *b* | Total traffic expenses . „ | 1st half | 6·90 | 15·41 | 12·55 | 8·82 | 10·13 | 8·98 | 7·80 | 6·47 | 5·93 | 6·12 |
| | | 2nd „ | 6·90 | 11·49 | 10·75 | 11·03 | 12·17 | 10·14 | 7·98 | 9·18 | 7·96 | 6·71 |
| | General superintendence per cent. on traffic earnings (including steamboat) . . . *Per cent.* | 1st half | 0·84 | 1·98 | 2·17 | 1·55 | 0·51 | 1·25 | 1·04 | 0·66 | 0·75 | 0·86 |
| | | 2nd „ | 0·89 | 1·53 | 1·63 | 1·80 | 0·93 | 1·37 | 1·03 | 0·99 | 1·02 | 0·69 |

TABLE D.—TRAFFIC

# DIX 46—*contd.*



## *(by systems) during each half-year of 1901*—contd.

prepared by the railways not shown.

| | 3' 3⅜" | | | | | | | | | | | | GAUGE. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11 (*a*) to (*c*). | 2(*b*) to (*d*). | 14 | 16 | 17 (*a*) &(*b*). | 9 (*g*) to (*j*). | 18 | 19 | 20 | 10 (*c*). | 21 | 23 | 24 | Class: No. | Serial number. |
| Madras. | Eastern Bengal. | Assam-Bengal. | Bengal and North-Western. | Rohilkund and Kumaon. | Rajputana-Malwa. | Jodhpur-Bikaner. | Udaipur-Chitor. | Bhavnagar Gondal-Junagad-Porbandar. | Hyderabad-Godavari Valley. | Southern-Mahratta. | South Indian. | Burma. | Calendar year 1901 by half-years. | |
| **EXPENSES.** | | | | | | | | | | | | | | |
| 0·71 | 0·91 | 1·29 | 0·63 | 0·74 | 0·47 | 0·62 | 2·13 | 1·13 | 0·42 | 0·75 | 0·61 | 0·67 | 1st half | 152*a* |
| 0·64 | 0·80 | 1·32 | 0·73 | 0·87 | 0·63 | 0·54 | 2·28 | 1·25 | 0·65 | 0·81 | 0·61 | 0·70 | 2nd ,, | |
| 2·00 | 2·72 | 3·71 | 0·48 | 1·46 | 1·87 | 1·03 | 2·46 | 2·81 | 1·57 | 1·78 | 1·84 | 2·64 | 1st half | 153*a* |
| 2·07 | 2·38 | 3·82 | 1·64 | 1·61 | 2·45 | 1·14 | 2·21 | 2·84 | 1·70 | 1·86 | 1·71 | 2·53 | 2nd ,, | |
| 0·62 | 0·57 | 0·61 | 0·41 | 0·36 | 0·51 | 0·21 | 0·33 | 0·44 | 0·56 | 0·70 | 0·42 | 0·63 | 1st half | 154*a* |
| 0·63 | 0·57 | 0·68 | 0·49 | 0·40 | 0·64 | 0·20 | 0·27 | 0·48 | 0·67 | 0·71 | 0·40 | 0·65 | 2nd ,, | |
| 0·50 | 0·55 | 0·85 | 0·41 | 0·51 | 0·47 | 0·30 | 0·93 | 0·49 | 0·54 | 0·44 | 0·34 | 0·45 | 1st half | 155*a* |
| 0·55 | 0·52 | 0·92 | 0·44 | 0·56 | 0·78 | 0·37 | 0·61 | 0·64 | 0·50 | 0·52 | 0·31 | 0·56 | 2nd ,, | |
| 0·07 | 0·03 | 0·22 | 0·02 | 0·04 | 0·06 | 0·01 | 0·08 | 0·07 | 0·01 | 0·05 | 0·04 | 0·06 | 1st half | 156*a* |
| 0·05 | 0·03 | 0·07 | 0·06 | 0·05 | 0·08 | 0·02 | 0·08 | 0·02 | —*0·02* | 0·12 | ... | 0·12 | 2nd ,, | |
| 0·33 | 0·16 | 0·36 | 0·20 | 0·31 | 0·25 | 0·40 | 0·42 | 0·45 | 0·21 | 0·28 | 0·43 | 0·39 | 1st half | 157*a* |
| 0·46 | 0·22 | 0·43 | 0·25 | 0·46 | 0·31 | 0·38 | 0·10 | 0·47 | 0·31 | 0·30 | 0·34 | 0·36 | 2nd ,, | |
| 0·01 | ... | ... | 0·15 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1st half | 158*a* |
| 0·03 | ... | ... | 0·11 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2nd ,, | |
| 0·04 | 0·02 | 0·01 | 0·03 | 0·05 | 0·01 | ... | ... | 0·02 | 0·02 | 0·02 | 0·01 | 0·03 | 1st half | 159*a* |
| 0·05 | 0·01 | 0·02 | 0·06 | 0·04 | 0·02 | ... | ... | 0·03 | 0·03 | 0·03 | 0·02 | 0·03 | 2nd ,, | |
| 0·05 | ... | ... | 0·45 | ... | 0·04 | ... | 0·05 | 0·22 | 0·28 | 0·21 | 0·08 | ... | 1st half | 160*a* |
| 0·05 | ... | ... | 0·16 | 0·19 | 0·06 | 0·03 | 0·46 | 0·24 | 0·31 | 0·27 | 0·09 | ... | 2nd ,, | |
| 0·06 | 0·21 | ... | 0·08 | ... | 0·01 | ... | ... | 0·01 | 0·01 | 0·01 | 0·03 | 0·03 | 1st half | 161*a* |
| 0·07 | 0·07 | 0·01 | —*0·16* | 0·01 | 0 01 | ... | ... | 0·02 | 0·01 | 0 02 | —*0·01* | 0·04 | 2nd ,, | |
| 4·39 | 5·17 | 7·05 | 3·86 | 3·60 | 3·69 | 2·57 | 6·40 | 5·64 | 3·62 | 4·24 | 3·80 | 4·90 | 1st half | 162*a* |
| 4·60 | 4·60 | 7·27 | 3·89 | 4·19 | 4·98 | 2·68 | 6·01 | 5·99 | 4·16 | 4·64 | 3·47 | 4·99 | 2nd ,, | |
| 1·28 | 1·97 | 2·45 | 1·38 | 1·56 | 0·75 | 1·58 | 2·99 | 1·79 | 1·15 | 1·81 | 1·24 | 1·18 | 1st half | 152*b* |
| 1·20 | 1·60 | 2·81 | 1·97 | 2·12 | 1·03 | 1·26 | 3·48 | 2·50 | 1·73 | 2·19 | 1·23 | 1·51 | 2nd ,, | |
| 3·59 | 5·88 | 7·02 | 3·26 | 3·03 | 2·98 | 2·63 | 3·46 | 4·46 | 4·24 | 4·29 | 3·77 | 4·63 | 1st half | 153*b* |
| 3·88 | 4·76 | 8·16 | 4·47 | 3·89 | 3·94 | 2·66 | 3·37 | 5·67 | 4·49 | 5·02 | 3·47 | 5·42 | 2nd ,, | |
| 1·10 | 1·24 | 1·15 | 0·91 | 0·75 | 0·81 | 0·53 | 0·46 | 0·71 | 1·50 | 1·68 | 0·86 | 1·11 | 1st half | 154*b* |
| 1·18 | 1·13 | 1·46 | 1·35 | 0·96 | 1·02 | 0·48 | 0·43 | 0·95 | 1·76 | 1·91 | 0·81 | 1·39 | 2nd ,, | |
| 0·89 | 1·19 | 1·61 | 0·90 | 1·07 | 0·76 | 0·78 | 1·31 | 0·78 | 1·45 | 1·05 | 0·70 | 0·79 | 1st half | 155*b* |
| 1·04 | 1·04 | 1·98 | 1·19 | 1·37 | 1·25 | 0·86 | 0·94 | 1·28 | 1·33 | 1·41 | 0·64 | 1·19 | 2nd ,, | |
| 0·13 | 0·07 | 0·41 | 0·05 | 0·08 | 0·10 | 0·04 | 0·11 | 0·11 | 0·01 | 0·12 | 0·09 | 0·11 | 1st half | 156*b* |
| 0·10 | 0·07 | 0·15 | 0·16 | 0·11 | 0·12 | 0·04 | 0·13 | 0·03 | —*0·04* | 0·32 | ... | 0·26 | 2nd ,, | |
| 0·90 | 0·34 | 0·69 | 0·44 | 0·65 | 0·40 | 1·02 | 0·90 | 0·72 | 0·57 | 0·67 | 0·87 | 0·68 | 1st half | 157*b* |
| 0·87 | 0·43 | 0·91 | 0·67 | 1·10 | 0 50 | 0·88 | 0·15 | 0·94 | 0·81 | 0·81 | 0·69 | 0 76 | 2nd ,, | |
| 0·02 | ... | ... | 0·32 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1st half | 158*b* |
| 0·03 | ... | ... | 0·30 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2nd ,, | |
| 0·07 | 0·03 | 0·01 | 0·07 | 0·10 | 0·02 | 0·01 | ... | 0·03 | 0·04 | 0·06 | 0·03 | 0·05 | 1st half | 159*b* |
| 0·10 | 0·03 | 0·04 | 0·16 | 0·09 | 0·03 | ... | ... | 0·06 | 0·09 | 0·07 | 0·03 | 0·07 | 2nd ,, | |
| 0·09 | ... | ... | 0·99 | 0·28 | 0·06 | ... | 0·08 | 0·35 | 0·76 | 0·50 | 0·15 | ... | 1st half | 160*b* |
| 0·10 | ... | ... | 0·43 | 0·45 | 0·10 | 0·07 | 0·71 | 0·49 | 0·81 | 0·74 | 0·19 | ... | 2nd ,, | |
| 0·10 | 0·46 | ... | 0·19 | ... | 0·01 | ... | ... | 0·01 | 0·02 | 0·03 | 0·07 | 0·05 | 1st half | 161*b* |
| 0·13 | 0·15 | 0·03 | —*0·44* | 0·04 | 0 01 | ... | ... | 0 04 | 0·02 | 0·06 | ... | 0·08 | 2nd ,, | |
| 7·87 | 11·18 | 13·34 | 8·51 | 7·52 | 5·89 | 6·59 | 9·01 | 8·96 | 9·74 | 10·21 | 7·78 | 8·60 | 1st half | 162*b* |
| 8·63 | 9·21 | 15·54 | 10·58 | 10·13 | 8·10 | 6·25 | 9·21 | 11·96 | 11·00 | 12·53 | 7·06 | 10·68 | 2nd ,, | |
| 1·28 | 1·79 | 2·45 | 1·28 | 1·56 | 0·75 | 1·58 | 2·90 | 1·79 | 1·15 | 1·81 | 1·24 | 1·18 | 1st half | |
| 1·20 | 1·47 | 2·81 | 1·84 | 2·12 | 1·03 | 1·26 | 3·48 | 2·50 | 1·73 | 2·19 | 1·23 | 1·51 | 2nd ,, | |

*P. T. O.*

# Appendix 46.
Analysis.



*Analysis of working of each railway*

NOTE.—These statistics are not

| Serial number. | PARTICULARS. | GAUGE. | 5′ 6″. | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Class: No. | 1 | 2 (*a*) | 3 | 4 (*a*) | 4 (*b*) | 6 | 7 | 8 (*a*) to (*g*) | 9 (*a*) to (*f*) | 10 (*a*) and (*b*) |
| | | Calendar year 1901 by half-year. | East Indian. | Eastern Bengal. | Bengal Central. | Bengal-Nágpur. | Raipur Dhamtari (2′ 6″) | Oudh and Rohilkhand. | North Western. | Great Indian Peninsula. | Bombay, Baroda and Central India. | The Nizam's Guaranteed State. |
| | PER TOTAL TRAIN-MILE. | | | | | | | | | | | |
| 163*a* | Home expenditure . . *Annas* | 1st half | *0·35 | 0·27 | 1·95 | 1·04 | 0·98 | 0·09 | 0·12 | *0·41 | 0·26 | 0·78 |
| | | 2nd ,, | *0·35 | ... | 1·48 | 1·03 | 1·39 | ... | ... | *0·49 | 0·33 | 0·70 |
| 164*a* | Agent's office—salaries and expenses . . . ,, | 1st half | *0·11 | 0·36 | 1·30 | 0·37 | ... | 0·20 | 0·16 | 0·17 | 0·23 | 0·36 |
| | | 2nd ,, | 0·11 | 0·44 | 1·02 | 0·33 | ... | 0·21 | 0·16 | 0·19 | 0·27 | 0·27 |
| 165*a* | Audit, accounts and pay office ,, | 1st half | 0·45 | 0·78 | 1·67 | 0·84 | 0·07 | 0·62 | 0·52 | 0·56 | 0·93 | 1·29 |
| | | 2nd ,, | 0·46 | 0·71 | 1·31 | 0·79 | ... | 0·63 | 0·50 | 0·65 | 0·91 | 1·01 |
| 166*a* | Stores Department . . ,, | 1st half | 0·16 | 0·06 | 0·22 | 0·19 | ... | 0·14 | 0·13 | 0·16 | 0·35 | 0·18 |
| | | 2nd ,, | 0·14 | 0·09 | 0·14 | 0·15 | ... | 0·14 | 0·14 | 0·19 | 0·37 | 0·13 |
| 167*a* | Medical ,, . . ,, | 1st half | 0·14 | 0·20 | 0·14 | 0·24 | ... | 0·11 | 0·13 | 0·19 | 0·20 | 0·19 |
| | | 2nd ,, | 0·13 | 0·18 | 0·13 | 0·23 | ... | 0·10 | 0·13 | 0·12 | 0·21 | 0·16 |
| 168*a* | Rents and miscellaneous . ,, | 1st half | 0·21 | 0·22 | 0·94 | 0·26 | ... | 0·18 | 0·15 | 0·13 | 0·35 | 0·54 |
| | | 2nd ,, | 0·21 | 0·21 | 0·71 | 0·36 | 0·01 | 0·27 | 0·17 | 0·19 | 0·34 | 0·29 |
| 169*a* | Police . . . . ,, | 1st half | 0·18 | 0·16 | 0·44 | 0·18 | 0·04 | 0·15 | 0·19 | 0·22 | 0·44 | 0·48 |
| | | 2nd ,, | 0·19 | 0·15 | 0·36 | 0·24 | 0·10 | 0·15 | 0·19 | 0·26 | 0·47 | 0·56 |
| 170*a* | Advertising . . . ,, | 1st half | 0·01 | 0·01 | 0·03 | 0·02 | ... | 0·01 | 0·01 | 0·01 | ... | 0·01 |
| | | 2nd ,, | 0·01 | 0·02 | 0·06 | 0·01 | ... | 0·02 | 0·02 | 0·01 | 0·01 | 0·01 |
| 171*a* | Electric telegraph . . ,, | 1st half | 0·57 | 0·91 | 0·96 | 1·05 | 0·61 | 0·61 | 0·74 | 0·66 | 1·00 | 0·56 |
| | | 2nd ,, | 0·62 | 0·81 | 0·73 | 1·10 | 0·54 | 0·61 | 0·73 | 0·77 | 1·15 | 0·56 |
| 172*a* | Other charges (net) . . ,, | 1st half | ... | ... | ... | 0·01 | ... | ... | ... | 0·01 | ... | 0·01 |
| | | 2nd ,, | ... | ... | ... | ... | ... | ... | 0·01 | 0·02 | ... | ... |
| 173*a* | Total general charges . ,, | 1st half | 2·20 | 2·97 | 7·65 | 4·20 | 1·70 | 2·11 | 2·15 | 2·43 | 3·76 | 4·40 |
| | | 2nd ,, | 2·26 | 2·61 | 5·94 | 4·24 | 2·04 | 2·13 | 2·05 | 2·89 | 4·06 | 3·69 |
| | PER CENT. ON TOTAL EARNINGS. | | | | | | | | | | | |
| 163*b* | Home expenditure . . *Per cent.* | 1st half | *0·50 | 0·47 | 3·10 | 1·72 | 4·58 | 0·16 | 0·19 | 0·59 | 0·24 | 1·10 |
| | | 2nd ,, | 0·32 | ... | 2·56 | 1·91 | 9·69 | 0·00 | ... | 0·80 | 0·38 | 1·02 |
| 164*b* | Agent's office—salaries and expenses . . ,, | 1st half | 0·15 | 0·62 | 2·06 | 0·62 | ... | 0·36 | 0·27 | 0·24 | 0·41 | 0·50 |
| | | 2nd ,, | 0·17 | 0·67 | 1·76 | 0·64 | ... | 0·42 | 0·27 | 0·34 | 0·31 | 0·41 |
| 165*b* | Audit, accounts and pay office . . . . ,, | 1st half | 0·65 | 1·32 | 2·65 | 1·37 | 0·32 | 1·11 | 0·86 | 0·80 | 0·86 | 1·81 |
| | | 2nd ,, | 0·68 | 1·07 | 2·28 | 1·52 | ... | 1·26 | 0·84 | 1·14 | 1·06 | 1·47 |
| 166*b* | Stores Department . . ,, | 1st half | 0·24 | 0·11 | 0·36 | 0·29 | ... | 0·26 | 0·21 | 0·33 | 0·32 | 0·23 |
| | | 2nd ,, | 0·22 | 0·13 | 0·25 | 0·30 | ... | 0·29 | 0·24 | 0·34 | 0·43 | 0·20 |
| 167*b* | Medical ,, . . ,, | 1st half | 0·20 | 0·34 | 0·22 | 0·39 | ... | 0·19 | 0·22 | 0·14 | 0·18 | 0·27 |
| | | 2nd ,, | 0·20 | 0·27 | 0·22 | 0·44 | ... | 0·21 | 0·22 | 0·20 | 0·25 | 0·24 |
| 168*b* | Rents and miscellaneous ,, | 1st half | 0·31 | 0·36 | 1·49 | 0·44 | ... | 0·33 | 0·24 | 0·19 | 0·32 | 0·75 |
| | | 2nd ,, | 0·31 | 0·32 | 1·23 | 0·69 | 0·08 | 0·54 | 0·29 | 0·32 | 0·40 | 0·42 |
| 169*b* | Police . . . . ,, | 1st half | 0·27 | 0·27 | 0·70 | 0·30 | 0·20 | 0·26 | 0·32 | 0·31 | 0·41 | 0·68 |
| | | 2nd ,, | 0·28 | 0·22 | 0·62 | 0·45 | 0·69 | 0·30 | 0·33 | 0·46 | 0·55 | 0·80 |
| 170*b* | Advertising . . . ,, | 1st half | 0·01 | 0·02 | 0·04 | 0·04 | ... | 0·02 | 0·01 | 0·01 | 0·01 | 0·02 |
| | | 2nd ,, | 0·01 | 0·02 | 0·10 | 0·03 | ... | 0·02 | 0·02 | 0·02 | 0·01 | 0·01 |
| 171*b* | Electric telegraph . . ,, | 1st half | 0·81 | 1·57 | 1·54 | 1·71 | 2·86 | 1·08 | 1·23 | 0·94 | 0·93 | 0·79 |
| | | 2nd ,, | 0·90 | 1·22 | 1·28 | 2·10 | 3·74 | 1·23 | 1·23 | 1·34 | 1·33 | 0·83 |
| 172*b* | Other charges (net) . ,, | 1st half | ... | 0·01 | ... | ... | ... | ... | 0·01 | 0·01 | ... | 0·02 |
| | | 2nd ,, | 0·01 | ... | ... | 0·01 | ... | ... | 0·02 | 0·03 | ... | ... |
| 173*b* | Total general charges . ,, | 1st half | 3·14 | 5·09 | 12·16 | 6·88 | 7·96 | 3·77 | 3·56 | 3·46 | 3·48 | 6·17 |
| | | 2nd ,, | 3·30 | 3·92 | 10·30 | 8·15 | 14·20 | 4·27 | 3·46 | 5·05 | 4·72 | 5·40 |
| | PER CENT. ON GROSS EARNINGS. | | | | | | | | | | | |
| 174 | Law charges . . . *Per cent.* | 1st half | 0·02 | 0·03 | 0·18 | 0·01 | ... | 0·01 | ... | 0·02 | 0·02 | 0·01 |
| | | 2nd ,, | 0·06 | 0·04 | 0·15 | 0·01 | ... | ... | ... | 0·01 | 0·01 | 0·02 |
| 175 | Compensation . . ,, | 1st half | 0·09 | 0·61 | 0·01 | 0·03 | ... | 0·05 | 0·12 | 0·20 | 0·19 | 0·01 |
| | | 2nd ,, | 0·17 | 0·37 | 0·11 | 0·15 | ... | 0·15 | 0·06 | 0·31 | 0·37 | 0·03 |
| 176 | Rates and taxes . . ,, | 1st half | 0·13 | 0·21 | 0·32 | 0·10 | ... | 0·03 | 0·10 | 0·09 | 0·11 | 0·01 |
| | | 2nd ,, | 0·13 | 0·20 | 0·25 | 0·17 | ... | 0·03 | 0·14 | 0·19 | 0·12 | 0·01 |
| 177 | Payments to other lines . ,, | 1st half | 2·05 | ... | 4·78 | 1·90 | ... | 1·30 | 0·27 | 0·93 | 0·17 | ... |
| | | 2nd ,, | 1·03 | 0·89 | 5·48 | 2·06 | ... | 0·95 | 0·23 | 1·04 | 0·80 | 0·46 |
| 178 | Other charges (net) . ,, | 1st half | 0·31 | 1·04 | 0·56 | 1·35 | 1·02 | 0·67 | 0·83 | 0·85 | 1·06 | 0·89 |
| | | 2nd ,, | 0·21 | 0·87 | 0·57 | 1·44 | 1·70 | 0·80 | 0·89 | 1·27 | 0·04 | 1·02 |
| 179 | Total special and miscellaneous expenses . . ,, | 1st half | 2·60 | 1·89 | 5·85 | 3·40 | 1·02 | 2·06 | 1·32 | 2·09 | 1·55 | 0·92 |
| | | 2nd ,, | 1·60 | 2·37 | 6·56 | 3·83 | 1·70 | 1·93 | 1·32 | 2·82 | 1·34 | 1·54 |

TABLE E.—GENERAL

TABLE G.—SPECIAL AND

* Including cost of Government controlling establishment.

# DIX 46—*contd.*



*(by systems) during each half-year of 1901*—contd.

prepared by the railways not shown.

| | 3′ 3⅜″. | | | | | | | | | | | GAUGE. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11 (*a*) to (*c*) | 2 (*b*) to (*d*) | 14 | 16 | 17 (*a*) & (*b*) | 9 (*g*) to (*j*) | 18 | 19 | 20 | 10 (*c*) | 21 | 23 | 24 | Class : No. | Serial number. |
| Madras. | Eastern Bengal. | Assam-Bengal. | Bengal and North-Western. | Rohilkund and Kumaon | Rajputana-Malwa. | Jodhpur-Bikaner. | Udaipur-Chitor. | Bhávnagar-Gondal-Junágad-Porbandar. | Hyderabad Godávari Valley. | Southern Mahratta. | South Indian. | Burma. | Calendar year 1901 by half-years. | |
| **CHARGES.** | | | | | | | | | | | | | | |
| 0·28 | | 2·26 | *0·48 | *0·85 | 0·15 | ... | ... | 0·16 | 0·49 | 0·88 | *0·43 | 0·85 | 1st half | 163*a* |
| 0·29 | | 2·75 | *0·54 | *0·63 | 0·24 | ... | ... | 0·15 | 1·00 | 0·96 | *0·44 | 0·91 | 2nd ,, | |
| 0·27 | | 0·75 | 0·18 | 0·37 | 0·13 | ... | 2·68 | 0·77 | 0·23 | 0·24 | 0·25 | 0·22 | 1st half | 164*a* |
| 0·28 | | 0·67 | 0·19 | 0·45 | 0·20 | 0·14 | 1·84 | 0·85 | 0·38 | 0·32 | 0·25 | 0·21 | 2nd ,, | |
| 0·64 | | 2·46 | 0·76 | 1·01 | 0·55 | 0·73 | 1·22 | 1·61 | 0·81 | 0·77 | 0·77 | 0·55 | 1st half | 165*a* |
| 0·67 | | 2·31 | 0·78 | 1·14 | 0·68 | 0·57 | 1·30 | 1·82 | 1·41 | 0·86 | 0·74 | 0·61 | 2nd ,, | |
| 0·15 | | 0·70 | 0·09 | 0·25 | 0·20 | 0·11 | 0·19 | 0·35 | 0·11 | 0·20 | 0·22 | 0·17 | 1st half | 166*a* |
| 0·10 | | 0·72 | 0·10 | 0·30 | 0·27 | 0·12 | 0·13 | 0·41 | 0·19 | 0·22 | 0·20 | 0·20 | 2nd ,, | |
| 0·13 | | 0·43 | 0·09 | 0·08 | 0·12 | 0·07 | 0·29 | 0·38 | 0·22 | 0·16 | 0·15 | 0·14 | 1st half | 167*a* |
| 0·13 | | 0·46 | 0·10 | 0·16 | 0·10 | 0·08 | 0·28 | 0·44 | 0·32 | 0·17 | 0·18 | 0·15 | 2nd ,, | |
| 0·10 | | 0·32 | 0·13 | 0·36 | 0·21 | 0·06 | 0·47 | 0·44 | 0·33 | 0·18 | 0·17 | 0·17 | 1st half | 168*a* |
| 0·10 | | 0·20 | 0·13 | 0·42 | 0·20 | 0·11 | 0·29 | 0·39 | 0·38 | 0·21 | 0·18 | 0·17 | 2nd ,, | |
| 0·17 | | 0·41 | 0·23 | 0·34 | 0·26 | 0·08 | ... | 1·02 | 0·53 | 0·41 | 0·25 | 0·46 | 1st half | 169*a* |
| 0·29 | | 0·39 | 0·24 | 0·38 | 0·35 | 0·10 | ... | 1·18 | 0·58 | 0·68 | 0·24 | 0·35 | 2nd ,, | |
| 0·02 | | 0·04 | 0·01 | 0·01 | ... | ... | ... | 0·01 | 0·01 | 0·01 | 0·01 | 0·01 | 1st half | 170*a* |
| 0·02 | | 0·02 | 0·01 | 0·02 | 0·01 | ... | ... | 0·01 | 0·01 | 0·01 | 0·01 | ... | 2nd ,, | |
| 0·78 | | 1·61 | 0·68 | 0·70 | 0·59 | 0·83 | 0·89 | 1·24 | 0·66 | 1·00 | 0·58 | 0·74 | 1st half | 171*a* |
| 0·76 | | 1·58 | 0·64 | 0·79 | 0·85 | 0·81 | 0·98 | 1·36 | 0·74 | 1·10 | 0·65 | 0·75 | 2nd ,, | |
| 0·15 | | ... | ... | ... | ... | ... | ... | ... | ... | 0·02 | ... | ... | 1st half | 172*a* |
| 0·13 | | ... | —0·14 | ... | ... | ... | ... | ... | ... | ... | 0·01 | 0·01 | 2nd ,, | |
| 2·69 | | 8·98 | 2·65 | 4·26 | 2·21 | 1·88 | 5·74 | 5·98 | 3·39 | 3·87 | 3·20 | 3·31 | 1st half | 173*a* |
| 2·77 | | 9·10 | 2·59 | 4·61 | 3·02 | 1·93 | 4·72 | 6·61 | 5·01 | 4·53 | 3·29 | 3·36 | 2nd ,, | |
| 0·50 | Included with the 5′ 6″ gauge. | 4·10 | *0·94 | *1·68 | 0·24 | ... | ... | 0·25 | 1·10 | 2·09 | *0·85 | 1·46 | 1st half | 163*b* |
| 0·52 | | 5·59 | 1·33 | 1·50 | 0·38 | ... | ... | 0·29 | 2·48 | 2·52 | 0·87 | 1·91 | 2nd ,, | |
| 0·48 | | 1·36 | 0·36 | 0·73 | 0·21 | ... | 3·74 | 1·19 | 0·49 | 0·58 | 0·49 | 0·38 | 1st half | 164*b* |
| 0·51 | | 1·36 | 0·46 | 0·75 | 0·31 | 0·30 | 2·78 | 1·67 | 0·96 | 0·86 | 0·50 | 0·43 | 2nd ,, | |
| 1·12 | | 4·46 | 1·51 | 2·00 | 0·86 | 1·83 | 1·72 | 2·51 | 1·82 | 1·82 | 1·54 | 0·94 | 1st half | 165*b* |
| 1·23 | | 4·69 | 1·91 | 2·71 | 1·06 | 1·30 | 1·97 | 3·58 | 3·52 | 2·26 | 1·47 | 1·27 | 2nd ,, | |
| 0·27 | | 1·28 | 0·17 | 0·49 | 0·32 | 0·28 | 0·27 | 0·54 | 0·25 | 0·47 | 0·44 | 0·30 | 1st half | 166*b* |
| 0·18 | | 1·48 | 0·24 | 0·72 | 0·43 | 0·27 | 0·20 | 0·79 | 0·47 | 0·58 | 0·40 | 0·42 | 2nd ,, | |
| 0·22 | | 0·78 | 0·18 | 0·16 | 0·18 | 0·17 | 0·40 | 0·60 | 0·48 | 0·37 | 0·30 | 0·24 | 1st half | 167*b* |
| 0·24 | | 0·95 | 0·24 | 0·38 | 0·25 | 0·17 | 0·42 | 0·85 | 0·78 | 0·46 | 0·35 | 0·32 | 2nd ,, | |
| 0·17 | | 0·57 | 0·27 | 0·72 | 0·32 | 0·15 | 0·66 | 0·68 | 0·73 | 0·43 | 0·35 | 0·30 | 1st half | 168*b* |
| 0·18 | | 0·43 | 0·33 | 1·00 | 0·40 | 0·26 | 0·45 | 0·77 | 0·92 | 0·55 | 0·36 | 0·36 | 2nd ,, | |
| 0·29 | | 0·73 | 0·46 | 0·68 | 0·41 | 0·22 | ... | 1·61 | 1·17 | 0·96 | 0·50 | 0·79 | 1st half | 169*b* |
| 0·53 | | 0·79 | 0·59 | 0·89 | 0·55 | 0·24 | ... | 2·31 | 1·45 | 1·79 | 0·46 | 0·74 | 2nd ,, | |
| 0·04 | | 0·07 | 0·02 | 0·02 | 0·01 | ... | ... | 0·01 | 0·02 | 0·03 | 0·02 | 0·02 | 1st half | 170*b* |
| 0·03 | | 0·04 | 0·02 | 0·04 | 0·01 | ... | ... | 0·02 | 0·04 | 0·03 | 0·02 | 0·01 | 2nd ,, | |
| 1·37 | | 2·93 | 1·35 | 1·39 | 0·93 | 2·07 | 1·39 | 1·94 | 1·48 | 2·37 | 1·16 | 1·27 | 1st half | 171*b* |
| 1·39 | | 3·24 | 1·56 | 1·86 | 1·34 | 1·84 | 1·49 | 2·67 | 1·84 | 2·91 | 1·28 | 1·58 | 2nd ,, | |
| 0·27 | | ... | ... | ... | ... | ... | ... | ... | ... | 0·05 | 0·01 | ... | 1st half | 172*b* |
| 0·23 | | ... | —0·36 | ... | 0·01 | ... | ... | ... | 0·01 | 0·01 | 0·02 | 0·01 | 2nd ,, | |
| 4·73 | | 16·28 | 5·26 | 8·44 | 3·48 | 4·72 | 8·20 | 9·33 | 7·54 | 9·17 | 6·40 | 5·70 | 1st half | 173*b* |
| 5·04 | | 18·57 | 6·32 | 10·93 | 4·74 | 4·38 | 7·31 | 12·95 | 12·47 | 11·97 | 6·50 | 7·05 | 2nd ,, | |
| **MISCELLANEOUS EXPENSES.** | | | | | | | | | | | | | | |
| 0·03 | | 0·30 | 0·02 | 0·05 | 0·02 | ... | ... | 0·02 | 0·02 | 0·06 | ... | 0·01 | 1st half | 174 |
| 0·01 | | 0·09 | 0·06 | 0·11 | 0·01 | ... | ... | ... | 0·05 | 0·05 | 0·01 | 0·01 | 2nd ,, | |
| 0·07 | | 0·04 | 0·08 | 0·02 | 0·19 | 0·04 | 0·37 | 0·13 | ... | 0·05 | 0·01 | 0·02 | 1st half | 175 |
| 0·12 | | 0·01 | 0·09 | 0·07 | 0·37 | 0·09 | 0·06 | 0·10 | ... | 0·06 | 0·01 | 0·06 | 2nd ,, | |
| 0·15 | | 0·05 | 0·04 | 0·01 | 0·11 | ... | ... | ... | 0·02 | 0·07 | 0·19 | 0·08 | 1st half | 176 |
| 0·19 | | 0·43 | 0·05 | 0·01 | 0·12 | 0·00 | ... | 0·01 | 0·02 | 0·16 | 0·17 | 0·50 | 2nd ,, | |
| 0·81 | | ... | 0·04 | 0·03 | 0·17 | 1·53 | 0·79 | 0·30 | 0·19 | 0·13 | 0·10 | ... | 1st half | 177 |
| 0·45 | | ... | 0·05 | ... | —0·30 | 1·59 | 2·45 | 0·23 | 0·21 | 0·10 | 0·09 | ... | 2nd ,, | |
| 1·17 | | 1·52 | 1·38 | 0·41 | 0·57 | 0·23 | 1·53 | 0·99 | 0·58 | 1·24 | 0·58 | 0·88 | 1st half | 178 |
| 1·24 | | 1·81 | —0·03 | 0·53 | 0·67 | 0·28 | 0·36 | 1·09 | 1·08 | 1·97 | 0·62 | 1·05 | 2nd ,, | |
| 2·23 | | 1·91 | 1·56 | 0·52 | 1·06 | 1·80 | 2·69 | 1·44 | 0·81 | 1·55 | 0·88 | 0·99 | 1st half | 179 |
| 2·01 | | 2·34 | 2·22 | 0·72 | 0·87 | 1·96 | 2·87 | 1·43 | 1·36 | 2·34 | 0·90 | 1·62 | 2nd ,, | |

*P. T. O.*

# Appendix 46.
Analysis.

## APPEN

*Analysis of working of each railway*

EXTRACT FROM TABLES PRINTED

NOTE.—These statistics are not

| Serial number. | PARTICULARS. | GAUGE. | 5′ 6″ | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Class: No. | 1 | 2 (*a*) | 3 | 4 (*a*) | 4 (*b*) | 6 (*a*) & (*b*) | 7 (*a*) to (*e*) | 8 (*a*) to (*g*) | 9 (*a*) to (*f*) | 10 (*a*) & (*b*) |
| | | Calendar year 1901 by half-years. | East Indian. | Eastern Bengal. | Bengal Central. | Bengal-Nágpur | Raipur Dhamtari. (2′ 6″) | Oudh and Rohilkhand. | North Western. | Great Indian Peninsula. | Bombay, Baroda and Central India. | The Nizam's Guaranteed State. |
| | FROM APPENDIX I. | | | | | | | | | | | |
| 180 | Average number of locomotives on the line . . . *No.* | 1st-half | 796 | 114 | 20 | 168 | 4 | 169 | 624 | 747 | 185 | 52 |
| | | 2nd „ | 810 | 118 | 23 | 176 | 4 | 171 | 634 | 747 | 188 | 52 |
| 181 | Average miles run per locomotive *per diem*. . . . *Miles* | 1st-half | 73·15 | 62·44 | 55·84 | 67·41 | 51·50 | 77·39 | 60·76 | 59·57 | 55·46 | 64·49 |
| | | 2nd „ | 70·44 | 72·87 | 62·66 | 63·57 | 35·92 | 76·27 | 59·76 | 49·30 | 45·98 | 58·20 |
| | lbs. coal per engine-mile (coal burning engines)— | | | | | | | | | | | |
| 182 | Coaching . . . *lbs.* | 1st-half | | | | | | | | 38·42 | 44·09 | 46·55 |
| | | 2nd „ | | | | | | | | 38·29 | 44·50 | 42·29 |
| 183 | Goods . . . . . „ | 1st-half | 51·01 | 51·32 | 41·00 | 48·82 | 21·12 | 40·83 | 42·12 | 44·52 | 49·41 | 59·34 |
| | | 2nd „ | 49·93 | 50·91 | 42·32 | 44·11 | 18·73 | 39·36 | 40·55 | 43·24 | 46·55 | 54·78 |
| 184 | Mixed . . . . . „ | 1st-half | | | | | | | | 50·92 | 51·10 | 59·80 |
| | | 2nd „ | | | | | | | | 43·83 | 45·03 | 55·89 |
| | lbs. wood per engine-mile (wood-burning engines)— | | | | | | | | | | | |
| 185 | Coaching . . . *lbs.* | 1st-half | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | 2nd „ | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 186 | Goods . . . . . „ | 1st-half | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | 2nd „ | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 187 | Mixed . . . . . „ | 1st half | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | 2nd „ | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | Average gross weight of trains— | | | | | | | | | | | |
| 188 | Coaching . . . *Tons* | 1st-half | 169·30 | 163·54 | 191·62 | 203·59 | ... | 174·79 | 217·56 | 171·19 | 159·37 | 120·12 |
| | | 2nd „ | 181·64 | 175·64 | 169·27 | 205·08 | 36·60 | 166·41 | 213·72 | 168·40 | 153·53 | 124·29 |
| 189 | Goods . . . . . „ | 1st-half | 413·27 | 381 61 | 169 08 | 377·69 | 46·26 | 313·66 | 318·49 | 353·37 | 545·79 | 393·87 |
| | | 2nd „ | 410·15 | 394·34 | 357·03 | 392·66 | 49·70 | 326·76 | 332·78 | 332·98 | 496·15 | 333·03 |
| 190 | Mixed . . . . . „ | 1st-half | 222·84 | 213·11 | 180 35 | 342·13 | 58·76 | 207·24 | 239·34 | ... | 294·94 | 276·75 |
| | | 2nd „ | 232·50 | 216·71 | 204·01 | 277·80 | 36·11 | 208·06 | 254·44 | ... | 263·02 | 305·01 |
| | Average through speed of trains— | | | | | | | | | | | |
| 191 | Coaching . *Miles per hour* | 1st-half | 20·40 | 19·07 | 16·00 | 25·95 | ... | 29·38 | 21·12 | 24·94 | 20·18 | 22·86 |
| | | 2nd „ | 20·40 | 19·07 | 16·00 | 25·99 | ... | 29·38 | 22·46 | 24 99 | 20·37 | 22·86 |
| 192 | Goods . . „ | 1st half | *12 70 | 15·00 | 12 00 | 10·58 | ... | 9·13 | 11·16 | 10·00 | 10·69 | 10·27 |
| | | 2nd „ | *12·70 | 15·00 | 12·00 | 10·59 | ... | 9·13 | 11·75 | 9·66 | 10·16 | 10·27 |
| 193 | Mixed . . „ | 1st-half | 18·00 | 14·30 | 14·00 | 17·55 | 9·30 | 16·09 | 15·13 | 15·86 | 15·13 | 12·84 |
| | | 2nd „ | 18·00 | 14·30 | 14·00 | 17·50 | 12·08 | 16·09 | 15·84 | 15·88 | 14·76 | 12·84 |
| | FROM APPENDIX II. | | | | | | | | | | | |
| 194 | Average mileage *per diem* of coaching vehicles, including brakes . . . . *Miles* | 1st-half | 252,826 | 44,926 | 9,765 | 78,960 | 738 | 87,413 | 245,980 | 213,013 | 74,650 | 14,754 |
| | | 2nd „ | 264,369 | 44,813 | 8,734 | 95,836 | 843 | 92,551 | 261,155 | 215,648 | 73,328 | 14,989 |
| 195 | Goods ditto ditto „ | 1st-half | 880,798 | 62,421 | 4,754 | 131,664 | 1,548 | 141,388 | 491,202 | 669,159 | 166,906 | 56,085 |
| | | 2nd „ | 817,777 | 117,165 | 16,621 | 127,227 | 459 | 121,608 | 474,793 | 459,311 | 100,463 | 46,237 |
| | FROM APPENDIX V. | | | | | | | | | | | |
| | Average age of sleepers— | | | | | | | | | ‖ | ¶ | |
| 196 | Wood . . . . *Years* | 1st half | 10·71 | 8·50 | 12·30 | 7·55 | 0·50 | 9·73 | 7·54 | 17·00 | 8·44 | 15·00 |
| | | 2nd „ | 10·98 | 8·50 | 12·38 | 7·74 | 1·00 | 9·81 | 7·86 | 17·00 | 8·32 | 15·00 |
| 197 | Iron . . . . . „ | 1st-half | †10·17 | §8·00 | ... | § 8·76 | ... | § 16·56 | § 12·85 | 11·25 | 13·42 | **18·50 |
| | | 2nd „ | † 10·07 | §8·50 | ... | § 7·80 | ... | § 16·55 | § 13·16 | 11·75 | 13·78 | **19·00 |
| | Percentage of removals— | | | | | | | | | | | |
| 198 | Wood . . . *Per cent.* | 1st-half | 3·66 | 4·37 | 2·79 | 0·71 | ... | 0·32 | 2·51 | 13·71 | 4·20 | 1·15 |
| | | 2nd „ | 2·61 | 6·08 | 3·26 | 0·41 | ... | 0·12 | 3·17 | 2·50 | 6·29 | 6·30 |
| 199 | Iron . . . . . „ | 1st-half | †3·05 | § 0·88 | ... | § 0·37 | ... | § 3·50 | § 5·52 | 0·07 | 3·20 | **0·19 |
| | | 2nd „ | † 3·12 | § 0·49 | ... | § 0·03 | ... | § 6·01 | § 4·09 | 0·05 | 0·18 | **0·88 |

* The through speed of express goods trains is 16·90 miles per hour.
† Denham Olphert's sleepers only.
§ Total iron and steel sleepers.
‖ Indian Midland railway only.
¶ Bombay, Baroda and Central India railway only.
** Total wood, iron and steel.

**DIX 46—*concld.***

*(by systems) during each half-year of 1901*—concld.

AS APPENDICES TO THE ANALYSIS.
prepared by the railways not shown.

| | 3′ 3⅜″ | | | | | | | | | | | | Gauge. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11 (*a*) to (*c*) | 12 (*b*) to (*d*) | 14 | 16 | 17 (*a*) & (*b*) | 9 (*g*) to (*j*) | 18 | 19 | 20 | 10 (*c*) | 21 | 23 | 24 | Class : No. | Serial number. |
| Madras. | Eastern Bengal. | Assam-Bengal. | Bengal and North-Western. | Rohilkund and Kumaon. | Rajputana-Malwa. | Jodhpur-Bikaner. | Udaipur-Chitor. | Bhávnagar-Gondal-Junágad-Porbandar. | Hyderabad Gódávari Valley. | Southern Mahratta. | South Indian. | Burma. | Calendar year 1901 by half-years. | |
| 231 | 114 | 43 | 149 | 26 | 428 | 36 | 2 | 30 | 35 | 185 | 198 | 193 | 1st half | 180 |
| 232 | 116 | 41 | 169 | 30 | 428 | 40 | 3 | 30 | 35 | 210 | 201 | 201 | 2nd ,, | |
| 65·15 | 65·97 | 48·26 | 74·35 | 84·48 | 56·21 | 59·60 | 76·65 | 56·52 | 65·97 | 56·49 | 50·37 | 63·67 | 1st half | 181 |
| 64·40 | 67·14 | 53·22 | 63·24 | 62·97 | 43·95 | 58·26 | 50·33 | 47·54 | 62·78 | 44·85 | 49·93 | 58·60 | 2nd ,, | |
| | | | | | | | | | 35·29 | | 30·25 | 40·23 | 1st half | 182 |
| | | | | | | | | | 59·73 | | 29·34 | 40·79 | 2nd ,, | |
| 43·88 | 32·07 | 28·24 | 31·90 | ... | 35·94 | 33·87 | 36·14 | 29·56 | 31·93 | 31·84 | 29·23 | 39·82 | 1st half | 183 |
| 42·94 | 32·29 | 31 49 | 29·05 | ... | 32·57 | 32·46 | 31·42 | 28·29 | 32·15 | 30·28 | 30·94 | 42·73 | 2nd ,, | |
| | | | | | | | | | 39·54 | | 33·71 | 42·96 | 1st half | 184 |
| | | | | | | | | | 39·68 | | 33·76 | 41·68 | 2nd ,, | |
| ... | ... | ... | ... | | ... | ... | ... | ... | ... | ... | ... | ... | 1st half | 185 |
| ... | ... | ... | ... | | ... | ... | ... | ... | ... | ... | ... | ... | 2nd ,, | |
| ... | ... | ... | ... | 55·79 | ... | ... | ... | ... | ... | ... | ... | ... | 1st half | 186 |
| ... | ... | ... | ... | 59·06 | ... | ... | ... | ... | ... | ... | ... | ... | 2nd ,, | |
| ... | ... | ... | ... | | ... | ... | ... | ... | ... | ... | ... | ... | 1st half | 187 |
| ... | ... | ... | ... | | ... | ... | ... | ... | ... | ... | ... | ... | 2nd ,, | |
| 134·64 | 87·90 | 164·85 | 139·88 | § | 109·85 | 78·58 | ... | 72·97 | 116·06 | 88·88 | 70·81 | 126·10 | 1st half | 188 |
| 131·47 | 96·24 | 100·75 | 142·79 | § | 107·64 | 67·95 | ... | 71·94 | 110·36 | 88·13 | 80·38 | 122·58 | 2nd ,, | |
| 379·20 | 177·88 | 131·13 | 171·37 | § | 239·58 | 150·43 | ... | 168·70 | 134·30 | 269·23 | 107·10 | 179·98 | 1st half | 189 |
| 377·90 | 179·83 | 151·62 | 161·41 | § | 142·82 | 159·90 | ... | 176·57 | 145·89 | 267·91 | 116·78 | 150·68 | 2nd ,, | |
| 244·36 | 126·56 | 194·86 | 170·83 | § | 142·44 | 105·56 | 174·41 | 146·67 | 158·98 | 208·30 | 181·77 | 185·24 | 1st half | 190 |
| 261·88 | 123·66 | 178 79 | 146·80 | § | 244·64 | 113·46 | 163·93 | 133·96 | 138·67 | 198·58 | 167·99 | 174·84 | 2nd ,, | |
| 20·23 | 19·28 | ... | 15·40 | ... | 19·27 | ... | ... | 20·25 | ... | 16·75 | 18·00 | 18·20 | 1st half | 191 |
| 20·23 | 19·28 | ... | 15·40 | ... | 19·27 | ... | ... | 20·25 | ... | 15·76 | 18·00 | 18·20 | 2nd ,, | |
| 11·90 | 11·16 | ... | 9·50 | 10·49 | 9·51 | 10·14 | ... | 10·36 | 9·80 | 8·30 | 9·50 | 10·78 | 1st half | 192 |
| 11·90 | 11·16 | ... | 9·50 | 10·27 | 9·51 | 10·33 | ... | 10·36 | 9·80 | 7·81 | 9·50 | 10·78 | 2nd ,, | |
| 11·10 | 12·50 | 13·13 | 12·10 | 12·56 | 14·52 | 12·85 | 14·76 | 11·83 | 12·42 | 12·81 | 12·00 | 13·05 | 1st half | 193 |
| 11·10 | 12·50 | 11·62 | 12·10 | 13·59 | 14·52 | 12·82 | 14·76 | 11·83 | 12·42 | 11·63 | 12·00 | 13·05 | 2nd ,, | |
| 75,006 | 48,806 | 18,837 | 89,650 | 13,829 | 141,654 | 16,900 | 1,963 | 18,817 | 14,322 | 68,326 | 95,387 | 93,565 | 1st half | 194 |
| 71,049 | 50,655 | 20,719 | 90,550 | 13,846 | 143,394 | 20,338 | 1,895 | 18,115 | 14,112 | 64,759 | 93,372 | 91,283 | 2nd ,, | |
| 187,994 | 79,093 | 23,244 | 142,215 | 24,898 | 503,425 | 23,294 | 1,726 | 17,940 | 27,007 | 133,375 | 85,936 | 166,208 | 1st half | 195 |
| 192,245 | 80,075 | 21,691 | 124,589 | 18,262 | 329,650 | 28,246 | 1,587 | 12,645 | 21,790 | 106,558 | 87,438 | 140,961 | 2nd ,, | |
| * | | | | | | ‖ | | | | | †† | | | |
| 9·47 | 12·00 | ... | ‡ 11·35 | 10·10 | 9·50 | ¶ 7 50 | 4·99 | 10 82 | ... | 12·50 | 12 18 | 10·59 | 1st half | 196 |
| 4 12 | 12·00 | ... | ‡ 11·39 | 10·42 | 9·50 | ¶ 8·00 | ... | 11·21 | ... | 12·50 | 12·21 | 10·95 | 2nd ,, | |
| 28·98 | † 14·50 | ... | 17·88 | ... | † 14·50 | ... | ... | ** 11·21 | ... | ** 13·50 | 15·15 | 5·36 | 1st half | 197 |
| 29·35 | † 15·00 | ... | 18·38 | ... | † 15·00 | ... | ... | ** 11·71 | ... | ** 14·00 | 15·54 | 5·86 | 2nd ,, | |
| 2·70 | 4·37 | 0·26 | 2·51 | 0·72 | 5·39 | ¶ 0·49 | 0·19 | 0·79 | 0·10 | 0·86 | 4·92 | 2·08 | 1st half | 198 |
| 3·04 | 2·46 | 0·71 | ‡ 1·71 | 3·17 | 4·71 | ¶ 0·20 | ... | 0·97 | 0·04 | 2·18 | 4·46 | 1·09 | 2nd ,, | |
| 0·15 | † 2·78 | ... | ‡ 0·06 | ... | † 0 17 | ... | ... | ... | ¶ 0·09 | ** 0·24 | 0·04 | ... | 1st half | 199 |
| 0·13 | † 2 58 | ... | ... | ... | † 0·28 | ... | ... | 0·02 | ¶ 0·04 | ** 6·77 | 0·33 | ... | 2nd ,, | |

* Excludes North-East line.
† Total iron and steel.
‡ Tirhoot section only. The figures for the Company's section are—item 196 {1st-half 8·93. 2nd-half 9·34.} Item 198 {1st-half 0·85. 2nd-half 0·89.}
§ Information not furnished. ‖ Jodhpur railway only. ¶ Total wood and steel sleepers. ** Steel sleepers. †† South Indian railway only.

# HISTORY OF RAILWAYS.

Appendix 47.
History of railways.

**APPEN**

*History of railways constructed and in progress*

| Class No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| | **AGRA-DELHI CHORD—** *(5′ 6″ gauge.)* | | | | |
| | Agra to Delhi . . . . . | 15-9-98 | ... | 121·16 | |
| | TOTAL, AGRA-DELHI CHORD . | ... | ... | ... | 121·16 |
| 9 (*i*) | **AHMEDABAD-PARANTIJ—** (*See* Bombay, Baroda and Central India system.) | | | | |
| 6 (*d*) | **ALLAHABAD-FYZABAD—** (*See* Oudh and Rohilkhand system). | | | | |
| 8 (*c*) | **AMRAOTI—** (*See* Great Indian Peninsula system.) | | | | |

*on the 31st December 1901, alphabetically arranged.*

| REMARKS. |
|---|
| 1. Agra-Delhi Chord— |
| *General remarks.*—Although the line has been sanctioned for construction, commencement of work has been postponed pending the settlement of other questions. |

Appendix 47.
History of railways.

APPEN

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 14 (*a*) | **ASSAM-BENGAL SYSTEM—** (*3′ 3⅜″ gauge.*) | | | | |
| | *Main line—* | | | | |
| | Chittagong Port to Chittagong | | 3-11-95 | 1·73 | |
| | Chittagong to Feni | | 1-7-95 | 56·90 | |
| | Feni to Comilla | | 1-7-95 | 39·10 | |
| | Comilla to Akhaura | | 1-1-96 | 29·41 | |
| | Akhaura to Karimganj * | 28-5-91 | *4-12-96 | 115·00 | |
| | Karimganj to Badarpur* | | *4-12-96 | 12·00 | |
| | Badarpur to Damchara | | 23-4-99 | 18·50 | |
| | Lumding to Nazira | | 1-1-01 | 142·20 | |
| | Nazira to Lakwa | | 15-11-01 | 10·75 | |
| | Total Main line | ... | ... | ... | 425·59 |
| | *Branches—* | | | | |
| | Laksam to Chandpur | | 1-7-95 | 31·62 | |
| | Badarpur to Katta Khal | | 13-6-98 | 6·27 | |
| | Katta Khal to Silchar | | 8-11-98 | 12·35 | |
| | Gauhati to Gauhati Ghât | 28-5-91 | 1-1-00 | 1·22 | |
| | Gauhati to Jamuna Mukh | | 1-1-97 | 74·50 | |
| | Jamuna Mukh to Lanka | | 2-1-99 | 19·35 | |
| | Lanka to Lumding (temporary station) | | 1-3-99 | 15·21 | |
| | Lumding (temporary station) to Lumding | | 20-2-00 | 3·10 | |
| | Total Branches | ... | ... | ... | 163·62 |
| | TOTAL OPEN MILEAGE, ASSAM-BENGAL | ... | ... | ... | 589·21 |
| | *Lines under construction or sanctioned for construction—* | | | | |
| | ASSAM-BENGAL— | | | | |
| | Damchara to Lumding | 28-5-91 | † 1-6-02 | 155·24 | |
| | Lakwa to Tinsukia | | †31-12-02 | | |
| 14 (*b*) | NOAKHALI (BENGAL)— | | | | |
| | Laksam to Ichakhali | 6-4-01 | †15-12-02 | 34·95 | |
| | Total Lines under construction | ... | ... | ... | 190·19 |
| | GRAND TOTAL, ASSAM-BENGAL SYSTEM | ... | ... | ... | 779·40 |

* Closed for repairs after the earthquake of 12th June 1897 and

| | |
|---|---|
| Akhaura to Srimangal | . . . . |
| Srimangal to Kalaura | . . . . |
| Kalaura to Karimganj | . . . . |
| Karimganj to Badarpur | . . . . |

† Probable dates of opening; but there seems little probability

*on the 31st December 1901, alphabetically arranged.*

REMARKS.

1. **Lines comprising system.**—The Assam-Bengal railway system is made up of—

| | Open line. Miles. | Under construction. Miles. | Total. Miles. |
|---|---|---|---|
| (*a*) Assam-Bengal railway (3' 3⅜" gauge) . . . . | 589·21 | 155·24 | 744·45 |
| (*b*) *Noakhali (Bengal) railway (3' 3⅜" gauge)* . . . | ... | 34·95 | 34·95 |
| Total . | 589·21 | 190·19 | 779·40 |

2. **Assam-Bengal railway—**

(*a*) The Assam-Bengal railway is worked under the following contract—

*Contract of*—26th April 1892 (between the Secretary of State and the Assam-Bengal Railway Company) for construction and working.

(*b*) The general conditions of the contract are as follows:—

(i) *Government aid.*—Government guaranteed interest in sterling at 3½ per cent. on the Company's share capital of £ 1,500,000 till 30th June 1898, and thereafter at 3 per cent. Land was also provided free of charge.

(ii) *Terms of contract.*—The contract provides that the Company raise £ 1,500,000, and that any further money required, be either supplied by the Government or raised by the Company under guarantee. Subject to the provisions of the contract, all land and everything constructed or to be constructed thereon, and generally all property, whether real or personal, (with the exception of moneys paid against interest on the Company's share capital and sums applied from net earnings) are the property of Government, but are subject to use and enjoyment by the Company during the continuance of the contract.

(iii) *Currency of contract.*—Government may determine the contract, by giving 12 months' previous notice, on the 31st December 1921 or at the end of any succeeding 10th year. Government may also determine the contract at any time, on six months' notice, if the Company fail to fulfil their obligations or the line is worked at a loss. On the determination of the contract, the Company are to hand over to Government the railway and all its belongings of every description, on repayment of the amount of the par value of the share capital paid by the Company to Government.

(iv) *Power of Company to surrender contract.*—Nil.

(v) *Terms of working.*—The net earnings to be applied in payment of—

The equivalent in rupees of interest paid on debenture capital; provided that if the Company's share capital is not less than $\frac{3}{11}$ths of the total capital expenditure, the rate of interest recovered under this sub-head (on debentures issued previous to the 30th June 1898) shall not exceed the rate for the time being applicable to the Company's share capital;

The equivalent in rupees of guaranteed interest paid to the Company in respect of share capital; Interest on the capital contributed or deemed to be contributed by Government, at the same rate as the guarantee for the time being on the Company's capital. But if the Government capital exceed $\frac{8}{11}$ths of the total capital expenditure for the time being, the rate of interest on the amount of the excess to be subject to agreement; and

The residue to Government and the Company in the ratio of their respective capital expenditure.

(vi) *Rates and fares.*—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

(vii) *General remarks.*—As it was considered that railway communication with Bengal and Assam was a matter of urgency, the construction of the Assam-Bengal railway as a State line was sanctioned in May 1891. The Assam-Bengal Railway Company was subsequently formed in England in April 1892 and absorbed the Assam-Bengal State railway.

3. **Noakhali (Bengal) railway—**

(*a*) The Noakhali (Bengal) railway is worked under the following contracts:—

*Contract of*—27th March 1901 [between the Secretary of State and the Noakhali (Bengal) Railway Company] for construction of the line.

27th March 1901 [between the Assam-Bengal Railway Company, and the Noakhali (Bengal) Railway Company,] for working the line.

reopened as follows:—

. . . . . 20-7-97
. . . . . 24-7-97
. . . . . 8 8-97
. . . . . 18-10-97

of the hill section being opened at the expected date (1-6-02).

P. T. O.

**Appendix 47.**
History of railways.

**APPEN**

*History of railways constructed and in progress*

| Class : No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| 14 (*a*) | ASSAM-BENGAL SYSTEM—*concluded.* | | | | |

**DIX 47—*continued.***



*on the 31st December 1901, alphabetically arranged.*

| | REMARKS. |
|---|---|

3. **Noakhali (Bengal) railway—*concluded.***

(*b*) The general conditions of the contracts are as follows:—

(i) *Government aid.*—If the net earnings in any half-year are less than Rs. 30,000, Government allow as rebate a sum not exceeding one-half of the gross earnings of such half-year of the Assam-Bengal railway from interchanged traffic (except stores) as will, together with the net earnings of the Company, make up an amount equal to Rs. 30,000. Land also has been provided free of charge.

(ii) *Terms of contract.*—The Company's share or stock capital is limited to £1,30,000, which cannot be increased without the sanction of the Secretary of State and of the working agency; but the Company can raise money at a reasonable rate of interest for *bonâ-fide* temporary purposes.

(iii) *Currency of contract.*—The Secretary of State may, by giving notice and by paying to the Company in India the value of the said railway, works, plant, machinery and stores, determine the contract, if the Company fail to comply with their obligations under the contract. The Secretary of State may, by giving twelve months' notice, determine the contract, either on the 31st December 1922 or on the 31st December in the last year of any subsequent period of ten years, on paying to the Company in India a sum equal to twenty-five times the average yearly net earnings during the three years immediately preceding, provided that the amount so payable shall not exceed by more than 20 per cent. the balance on the Capital Account of the Company, or be less than such balance.

(iv) *Terms of working.*—The gross earnings are to be applied in payment—

To the credit of the Provident Institution of the Assam-Bengal railway of a sum equal to one-half of 1 per cent. of the total gross earnings;

Of Rs. 25 per mile open per week of the new railway maintainable by the Company;

Of Rs. 35 per mile open per week of the new railway not maintainable by the Company; and

Of all moneys paid or payable to the Secretary of State for the supervision of such mileage during such half-year;

The residue to be paid over to the Company as the net earnings of the new railway.

(v) *Rates and fares.*—The rates and fares to be fixed from time to time by the Secretary of State after consultation with the working agency, within the maxima and minima for the time being in force on the Assam-Bengal railway.

4. **Details of construction—**

(*a*) *Permanent-way.*—The line is laid with 50lb. rails on sâl and pyinkado sleepers.

(*b*) *Ballast.*—The ballast consists of broken brick, stone and laterite.

(*c*) *Tunnels.*—The following are the tunnels of 500 feet length and over:—tunnel between Bihara and Damchara, 671 feet; tunnel between Harangajao and Jatinga, 596 feet; tunnel between Harangajao and Jatinga, 815 feet; tunnel between Harangajao and Jatinga, 843 feet; tunnel between Hasanghaju and Nerebangla, 1,907 feet; tunnel between Hasanghaju and Nerebangla, 500 feet; tunnel between Hasanghaju and Nerebangla, 880 feet; and tunnel between Mupa and Langting, 760 feet. There are 14 other tunnels, varying from 156 feet to 487 feet in length, aggregating 4,583 feet.

(*d*) *Bridges.*—The following are the important bridges of 1,000 feet length and over:—Brak (between Badarpur and Bihara), 230 feet; Kopili (between Jagiroad and Dharamtul), 1,380 feet; and Dihing (between Naharkatiya and Bordubi), 1,050 feet.

(*e*) *Fencing.*—The open line, with the exception of 8 miles between Barlekha and Latu and the section Lakwa to Gauhati ghât, is fenced. There is also a short length of fencing out of Gauhati.

(*f*) *Curves.*—On the hill section the curves vary from 573 feet to 955 feet in radius. On the rest of the line, there are no curves under a radius of 1,000 feet.

(*g*) *Gradients.*—The total open mileage of section I, *viz.*, from Chittogong Port to Badarpur, Laksam to Chandpur and Badarpur to Silchar, is 304·38 miles, of which 13·88 miles are on a gradient of 1 in 150 or steeper. The total open mileage of section II, *viz.*, from Badarpur to Lumding, is 18·50 miles, of which 1·38 miles are on a gradient of 1 in 65 or steeper. The total open mileage of section III, *viz.*, from Lumding to Tinsukia and Lumding to Gauhati ghât, is 266·33 miles, of which 18·05 miles are on a gradient of 1 in 100 or steeper.

**Appendix 47.**
History of railways.

**APPEN**

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 26 (*a*) | **BARSI LIGHT.—** (*2′ 6″ gauge.*). | | | | |
| | Bársi Junction to the town of Bársi . . . . . | 1-8-95 | 1-3-97 | 21·59 | |
| | TOTAL, OPEN MILEAGE . | | | | 21·59 |
| | *Lines under construction or sanctioned for construction—* | | | | |
| | Bársi Junction to Pandharpur . . . . . | 6-1-98 | ... | 30·67 | |
| | Bársi town to Tadwala . . . . . | 29-11-00 | ... | 26·70 | |
| | Total Lines under construction . | | | | 57·37 |
| | TOTAL, BÁRSI LIGHT . | | | | 78·96 |

**DIX 47—*continued.***



*on the 31st December 1901, alphabetically arranged.*

| REMARKS. |
|---|
| **1. Barsi Light railway—** |
| (*a*) The Bársi Light railway is worked under the following contract:— |
| *Contract of*—1st August 1895 (between the Secretary of State and the Barsi Light Railway Company) for construction, maintenance and working. |
| (*b*) The general conditions of the contract are as follows:— |
| (i) *Government aid.*—The Company is allowed the use of the road between Bársi Town and Bársi Road station only. |
| (ii) *Currency of contract.*—Government may determine the contract on the 1st January 1917, or at the expiration of any subsequent period of 10 years, by giving 12 months' notice. If the contract is so determined, Government are to pay the Company in England in sterling an amount equal to the total paid-up capital, so far as such capital expended with the authority of the Secretary of State. |
| (iii) *Power of Company to surrender contract.*—Nil. |
| (iv) *Rates and fares.*—Certain maxima have been fixed within which the Company is permitted to vary its rates. |
| **2. Details of construction—** |
| (*a*) *Permanent-way.*—Steel flat-footed rails 35 lb. to the yard on steel sleepers. |
| (*b*) *Ballast.*—Partly of broken stone and partly of hard moorum. |
| (*c*) *Fencing.*—An efficient fencing is provided for a short distance on either side of level crossings, at bridges and round Bársi Road Junction and Bársi Town stations. |
| (*d*) *Curves.*—There are four curves of less than 1,000 feet radius. |
| (*e*) *Gradients.*—Of a total open mileage of 21·59 miles, 3·46 miles are on a gradient of 1 in 100 or steeper. |

**Appendix 47.**
History of railways.

**APPEN**

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 16(*a*) | **BENGAL AND NORTH-WESTERN SYSTEM—** (*3′ 3⅜″ gauge.*) | | | | |
| | COMPANY'S SECTION— | | | | |
| | *Main line—* | | | | |
| | Sonepur to Mankapur | 18-5-82 | 15-1-85 | 218·50 | |
| | Mankapur to Nawábganj | | 2-4-84 | 14·00 | |
| | Nawábganj to Ajodhya | | 1-12-84 | 6·10 | |
| | | | | 238·60 | |
| | *Loop line—* | | | | |
| | Sonepur to Bunwárchak | 18-5-82 | 15-1-85 | 9·34 | |
| | Total Main and Loop lines | ... | ... | ... | 247·94 |
| | *Branches—* | | | | |
| | *Uska Bazar branch—* | | | | |
| | Gorakhpur to Uska Bazar | 3-8-85 | 15-12-86 | 39·58 | |
| | *Naipalganj Road branch—* | | | | |
| | Mankapur to Bahraich | 18-5-82 | 2-4-84 | 55·00 | |
| | Bahraich to Naipálganj Road | | 15-12-86 | 33·98 | |
| | | | | 88·98 | |
| | *Revelganj branch*—* | | | | |
| | Chupra to Revelganj | Nov. 1889 | 15-4-91 | 7·34 | |
| | *Bahramghat branch*—* | | | | |
| | Gonda to Colonelganj | Nov. 1889 | 29-10-91 | 17·75 | |
| | Colonelganj to Jarwal Road | | 1-2-92 | 10·30 | |
| | | | | 28·05 | |
| | *Burhwal branch*—* | | | | |
| | Jarwal Road to the west bank of the Gogra river | 10-1-95 | 18-12-96 | 2·63 | |
| | Gogaghat to Ganeshpur | | 24-12-98 | 3·27 | |
| | Chawkaghat to Burhwal | | 24-11-96 | 4·12 | |
| | | | | 10·02 | |
| | *Tulsipur branch*—* | | | | |
| | Gonda to Balrámpur | 10-1-95 | 15-12-96 | 22·00 | |
| | Balrámpur to Tulsipur | | 1-6-98 | 19·00 | |
| | | | | 41·00 | |
| | *Katarnian ghát branch*—* | | | | |
| | Nanpara to Mohinpurwa | 10-1-95 | 15-12-96 | 15·00 | |
| | Mohinpurwa to Katarnian ghát | | 25-3-98 | 27·08 | |
| | | | | 42·08 | |
| | *Turtipur branch*—* | | | | |
| | Bhatni to Turtipur | 10-1-95 | 15-12-96 | 17·14 | |
| | Salimpur to Barhaj | | 1-12-97 | 12·77 | |
| | | | | 29·91 | |
| | *Ganges-Gogra Doab lines†—* | | | | |
| | Turtipur to Mau | ... | 8-6-98 | 24·20 | |
| | Mau to Benares | ... | 15-3-99 | 58·06 | |
| | Mau to Azamgarh | ... | 8-6-98 | 27·15 | |
| | Kopaganj Road to Ballia | ... | 15-3-99 | 37·61 | |
| | Ballia to Chand-Deara Ghât | ... | 12-5-99 | 29·00 | |
| | Revelganj to Manjhi Ghât | ... | 1-4-99 | 3·71 | |
| | Aunrihar to Ghazipur | ... | 15-3-99 | 28·37 | |
| | | | | 208·10 | |
| | Total Branches | ... | ... | ... | 495·06 |
| | TOTAL OPEN MILEAGE, COMPANY'S SECTION | ... | ... | ... | 743·00 |
| | Carried over | ... | ... | ... | 743·00 |

* † Refer to passages under "Remarks," see opposite page.

*on the 31st December 1901, alphabetically arranged.*

REMARKS.

1. **Lines comprising system.**—The Bengal and North-Western railway system is made up of—

| | Open line. Miles. | Under construction. Miles. | Total. Miles. |
|---|---|---|---|
| (*a*) Bengal and North-Western railway (3′ 3⅜″ gauge) | 534·90 | 1·00 | 535·90 |
| (*b*) Ganges-Gogra Doab extensions (3′ 3⅜″ gauge) | 208·10 | 66·00 | 274·10 |
| (*c*) Tirhoot State railway (3′ 3⅜″ gauge) | 519·10 | 30·47 | 549·57 |
| (*d*) Sagauli-Raxaul railway (3′ 3⅜″ gauge) | 18·09 | ... | 18·09 |
| Total | 1,280·19 | 97·47 | 1,377·66 |

2. **Bengal and North-Western and Tirhoot State railways—**

(*a*) The Bengal and North-Western and Tirhoot State railways are worked under the following contracts :—

*Contracts of*—12th December 1882.—Bengal and North-Western Railway Company's principal contract.

22nd February 1886.—Contract modifying that of 1882.

18th July 1890.—Contract for the taking over and working of the Tirhoot State railway.

19th December 1894.—Contract supplemental to those of 1882, 1886 and 1890, providing for the extensions marked* (on the opposite page) of the Company's railway and for the exercise of running powers over the metre gauge (3′ 3⅜″) link from Burhwal to Cawnpore.

12th December 1895.—Contract modifying that of 1890.

23rd July 1896.—Contract supplemental to those of 1882, 1886, 1890, 1894 and 1895, known as the Ganges-Gogra Doab contract, for the extensions marked† (on the opposite page) of the Company's railway.

(*b*) The general conditions of the contracts are as follows :—

(i) *Government aid.*—Land alone was provided free of charge.

(ii) *Currency of contracts.*—

*Bengal and North-Western railway contract.*—The contracts of 1882, 1886 and 1894, *viz.*, those for the working of the Bengal and North-Western railway proper are current for a period of 99 years and terminate by effluxion of time on the 31st December 1981, when the line and all its appurtenances become the property of Government by payment to the Company of the value of the rolling-stock, moveable machinery, stores, etc. Government may, however, determine the contract after 30 years (*i.e.*, on the 31st December 1912) or 50 years (*i.e.*, on the 31st December 1932) on one year's previous notice of intention to purchase, paying 25 times the average net earnings (after deducting from such net earnings the share of surplus profits over 6 per cent. to which Government *would have been* entitled under the contract of 12th December 1882) for the five years preceding the purchase. Government may also determine the contract at any time, at six months' notice, if the Company fail to observe their obligations, on paying the value of rolling-stock, stores, etc., and fair value of line, less value of same treated as a reversionary sum absolutely payable on the 31st December 1981.

*Ganges-Gogra Doab contract.*—The contract of 1896, *viz.*, that covering the Ganges-Gogra Doab lines (marked†) runs concurrently with those of 1882, 1886 and 1894, but in the event of Government exercising the right of purchase in 1912 or 1932, the amount to be paid is the actual outlay on the line as shown in sterling only, without any premium.

*Tirhoot State railway contract.*—The contract of 1890, *viz.*, that for working the Tirhoot State railway, terminates on the 31st December 1904. If the original contract with the Company dated the 12th December 1882, terminates for any reason prior to the expiry of the term of the Tirhoot contract the latter also, *ipso facto*, terminates at the same time. Government may also terminate the contract at any time after six months' notice, if the Company fail to observe their obligations. On the determination of the contract, Government resumes possession of the State railway. Any capital sums which may have been raised by Government, and expended on the Company's lines, or which may have been raised and expended by the Company on the State railway, shall be considered as debt due from the Company and Government, respectively.

(iii) *Power of Company to surrender contracts.*—Nil.

(iv) *Terms of working.*—The Company's railway and the Tirhoot State railway are worked as one concern, a joint account of working expenses and net earnings being kept, the latter being applied in the order stated—

In payment of any further contribution (beyond that chargeable to working expenses) to the Company's Provident Institution;

In payment of interest at 4 per cent., on Rs. 5,13,67,566 being the capital raised and expended by the Company;

In payment of interest at 4 per cent., on Rs. 3,89,43,463 being the capital supplied by Government; and

In payment of the residue to Government and the Company in the ratio of their respective shares of capital, subject to the further payment to the Company of 5 per cent. of the Government's share of the residue as compensation for working the Tirhoot State railway for Government.

**Appendix 47.** **APPEN**
History of railways. *History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| 16 (*a*) | **BENGAL AND NORTH-WESTERN SYSTEM**—*concld.* | | | Miles. | Miles. |
| | Brought forward . | ... | ... | ... | 743·00 |
| | *Line under construction or sanctioned for construction*— | | | | |
| | Part of Gonda-Balrampur-Tulsipur branch . . . | Dec. '94 | ... | 1·00 | |
| | *Ganges-Gogra Doab lines*— | | | | |
| | Azamgarh to Shahganj * . . . . . | 18-5-97 | ... | 34·84 | |
| | Ballia to Ghazipur . . . . . | 23-12-01 | ... | 31·16 | |
| | Total Lines under construction, Company's section . . | ... | ... | ... | 67·00 |
| | GRAND TOTAL, COMPANY'S SECTION . | ... | ... | ... | 810·00 |
| 16 (*b*) | TIRHOOT STATE RAILWAY SECTION— | | | | |
| | *Main line*— | | | | |
| | Semaria ghât to Dalsinghsarai . . . . . | 3-2-82 | 1-5-83 | 22·55 | |
| | Dalsinghsarai to Samastipur . . . . . | Feb. '74 | 1-11-75 | 14·75 | |
| | Samastipur to Mozufferpore . . . . . | 6-1-76 | 24-2-77 | 32·00 | |
| | Mozufferpore to Motiharee . . . . . | 8-7-80 | 1-2-83 | 49·57 | |
| | Motiharee to Bettiah . . . . . | | 20-12-83 | 27·00 | |
| | Samastipur to Durbhunga . . . . . | Feb. '74 | 1-11-75 | 23·00 | |
| | Durbhunga to Jhanjharpur . . . . . | 8-7-80 | 1-2-83 | 24·00 | |
| | Jhanjharpur to Ghoghardiha . . . . . | 19-10-83 | 8-4-86 | 13·00 | |
| | Ghoghardiha to Nirmala . . . . . | 16-2-85 | 8-4-86 | 6·92 | |
| | Nirmala to Bhaptiahi . . . . . | | 15-11-87 | 10·00 | |
| | Bhaptiahi to Pratapganj . . . . . | | 1-10-88 | 14·00 | |
| | Pratapganj to Khandwa ghât . . . . . | ... | 14-11-90 | 8·00 | |
| | Total Main line . | ... | ... | ... | 244·79 |
| | *Branches*— | | | | |
| | *Bairagnia branch*— | | | | |
| | Durbhunga to Sitamarhi . . . . . | ... | 1-7-90 | 42·00 | |
| | Sitamarhi to Riga . . . . . | ... | 1-1-91 | 6·00 | |
| | Riga to Dheng . . . . . | ... | 1-7-91 | 9·00 | |
| | Dheng to Bairagnia (*fair weather line*) . . | 23-10-91 | 1-3-92 | 3·51 | |
| | | | | 60·51 | |
| | *Sonepore branch*— | | | | |
| | Mozufferpore to Hajeepore . . . . . | 6-2-83 | 26-10-84 | 31·25 | |
| | Hajeepore to Sonepore . . . . . | 19-10-83 | 1-8-87 | 3·36 | |
| | | | | 34·61 | |
| | *Hajeepore branch*— | | | | |
| | Hajeepore to Hajeepore ghât . . . . . | ... | 26-10-84 | 1·89 | |
| | Hajeepore branch loop line . . . . . | ... | 2-11-00 | 3·31 | |
| | | | | 5·20 | |
| | *Hajeepore-Katihar extension*— | | | | |
| | Hajeepore to Bachhwara . . . . . | ... | 1-4-00 | 44·46 | |
| | Barauni Junction to Thana Bihpur . . . . | ... | 1-3-00 | 66·17 | |
| | | | | 110·63 | |
| | *Monghyr branch*— | | | | |
| | Sahebpore Kamal to Monghyr ghât . . . . | ... | 7-3-00 | 7·00 | |
| | *Hajeepore-Katihar extension*— | | | | |
| | Thana Bihpur to Katihar . . . . . | ... | 7-3-01 | 45·00 | |
| | Thana Bihpur to Bhagalpur . . . . . | ... | 16-12-01 | 11·36 | |
| | | | | 56·36 | |
| | Total Branches . | ... | ... | ... | 274·31 |
| | TOTAL OPEN MILEAGE, TIRHOOT STATE RAILWAY SECTION . | ... | ... | ... | 519·10 |
| | *Lines under construction or sanctioned for construction,* | | | | |
| | *Jainagar branch*— | | | | |
| | Sakri to Jainagar . . . . . | ... | ... | 30·47 | |
| | Total Lines under construction, Tirhoot section . | ... | ... | ... | 30·47 |
| | GRAND TOTAL, TIRHOOT STATE RAILWAY SECTION . | ... | ... | ... | 549·57 |
| 16 (*c*) | SAGAULI-RAXAUL— | | | | |
| | Sagauli to Raxaul . . . . . | ... | 1-3-99 | 18·09 | 18·09 |
| | GRAND TOTAL, BENGAL AND NORTH-WESTERN SYSTEM . | ... | ... | ... | 1,377·66 |

* Refers to passage under "Remarks" on preceding page.

REMARKS.

2. **Bengal and North-Western and Tirhoot State railways**—*concluded.*

(*b*) General conditions—*concluded.*

(v) *Rates and fares.*—On the Company's section, the Company may, with the approval of Government, fix rates and fares. On the Tirhoot section, certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

(vi) *General remarks.*—The Bengal and North-Western railway has direct communication with the railway system of India at only three points, on its system, *viz.*, at Burhwal, Benares and Katihar. At all other points, communication is interrupted by rivers. Communication across the Ganges is maintained with the East Indian railway at the following ferries: between Ghazipur and Tarighât (ordinary steam ferry); between Palezaghât and Digha Ghât (ordinary steam ferry); between Semaria Ghât and Mokameh Ghât (wagon ferry); and between Barari Ghât and Bhagalpur Ghât (wagon ferry). Eventually a branch between Bhagalpur Ghât and the East Indian railway at Bhagalpur will connect the Bengal and North-Western and East Indian railways *viâ* the Bhagalpur ferry. Between Khanwa Ghât on the Kosi extension of the Tirhoot State railway and Anchara Ghât on the Kosi branch of the Eastern Bengal State railway, there is a country boat ferry worked by the Eastern Bengal State railway. There is a bridge of boats between Ajodhya and Ajodhya Ghât during the dry weather months, but during the rains this bridge is removed and replaced by a steam ferry. The Tirhoot State railway was worked by State agency until 1890, when it was leased to the Bengal and North-Western Railway Company.

3. **Sagauli-Raxaul railway**—

(*a*) The Sagauli-Raxaul railway is worked under the following contracts :—

*Contracts of*—31st October 1896 (between the Secretary of State and the Sagauli-Raxaul Railway Company) for construction and working.

5th June 1899 (between the Secretary of State and the Bengal and North-Western Railway Company) for working and maintenance of the Sagauli-Raxaul railway.

(*b*) The general conditions of the contracts are as follows :—

(i) *Government aid.*—Land alone was provided free of charge.

(ii) *Currency of contract.*—Government may determine the contract either on the 31st December 1917 or on the 31st December in the last year of any subsequent period of 10 years, paying 25 times the average net earnings for the three years preceding the purchase.

(iii) *Power of Company to surrender contract.*—Nil.

(iv) *Terms of working.*—Forty per cent. of the gross earnings to be retained by the Bengal and North-Western Railway Company for working and maintenance and 10 per cent. for supervision on the cost of Government works at Sagauli. The balance is payable to the Branch Company. Pending the completion of the line, the Bengal and North-Western railway works it under a provisional agreement, dated the 4th February 1899, under which, in addition to 40 per cent., the Branch Company pays for maintenance.

(v) *Rates and fares.*—To be arranged between Government and the Company within the maxima and minima in force on the Tirhoot section.

4. **Details of construction**—

(*a*) *Permanent-way*—

*Company's section.*—The main line between Sonepur and Burhwal is laid with 50 lb. steel rails on sâl sleepers. The rest of the line north of the Gogra is laid with 41¼ lb. steel rails and mostly sâl sleepers. The Ganges-Gogra Doab lines, with the exception of the Aunrihar-Ghazipur branch, which is laid with 50 lb. steel rails, is laid with 41¼ lb. steel rails on sâl sleepers.

*Tirhoot section.*—Between Barauni and Mozufferpur, the line was originally laid with 41¼ lb. steel rails on sâl sleepers. The sections between Sonepur and Mozafferpur and Samastipur and Durbhanga, which were also originally laid with 41¼ lb. steel rails, are being renewed with steel rails of 50 lb. section. There are still about 30 miles of 41¼ lb. rails on these sections. The remainder of the line is laid partly with 41¼ lb. steel rails, partly with 50 lb. iron rails, the latter being entirely on the Bairagnia branch. The 50 lb. iron rails are laid on sâl sleepers, and the remainder partly on sâl and pyinkado and partly on Denham Olphert's iron sleepers. The Hajipur Katihar extension is laid with 50 lb. steel rails on sâl and pyinkado sleepers.

*Sagauli-Raxaul branch.*—The permanent-way consists of 41¼ lb. steel rails on sâl sleepers.

(*b*) *Ballast.*—The system is ballasted throughout.

(*c*) *Bridges.*—The important bridges of 1,000 feet length and over are as follows : Rapti (between Jagat Bela and Sahjanwa), 9 spans of 150 feet; Elgin (between Gograghat and Ganeshpur), 17 spans of 200 feet; Turtipur (between Mathuri and Bilthara Road under construction), 18 spans of 200 feet; Gunduck (between Hajeepore and Sonepore), 8 spans of 250 feet; and Kosi (between Katareah and Kursela under construction), 15 spans of 200 feet.

(*d*) *Fencing.*—The Company's section was originally unfenced except in front of villages and at level crossings and near stations, but the main line is in course of being fenced, and about 100 miles have been done. The Tirhoot section, excluding the Hajipur-Katihar extension, is fenced throughout. On the Hajipur-Katihar extension, the section between Hajipur and Khagaria is being fenced but between Khagaria and Kursela it is unfenced. The Sagauli-Raxaul branch is unfenced.

(*e*) *Curves.*—On the Company's section, there is only one curve under a radius of 1,000 feet, *viz.*, at Paleza Ghât on the loop line, the length of which is 2,000 feet and radius 900 feet. There are no curves under a radius of 1,000 feet on the Tirhoot section and on the Sagauli-Raxaul branch.

(*f*) *Gradients.*—Of a total open mileage of 1,280·19 miles on the system, 21·534 miles are on a gradient of 1 in 400, or steeper.

**Appendix 47.**
History of railways.

**APPEN**

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 3 (*a*) | **BENGAL CENTRAL—** *(5′ 6″ gauge.)* | | | | |
| | *Main line—* | | | | |
| | Dum-Dum Junction to Dattapukur | Mar. 1881 | 2-4-83 | 14·25 | |
| | Dattapukur to Gobardanga | | 7-12-83 | 17·00 | |
| | Gobardanga to Bongong | | 22-4-84 | 12·00 | |
| | Bongong to Khoolna | | 16-2-84 | 61·26 | |
| | Total Main line | ... | ... | ... | 104·51 |
| | *Branch—* | | | | |
| | Ranaghat to Bongong | March 1881 | 16-10-82 | 20·50 | |
| | Total Branch | ... | ... | ... | 20·50 |
| | TOTAL, BENGAL CENTRAL | ... | ... | ... | 125·01 |

*on the 31st December 1901, alphabetically arranged.*

REMARKS.

**1. Bengal Central railway—**

(*a*) The Bengal Central railway is worked under the following contracts:—

*Contracts of*—26th July 1881.—Bengal Central railway's principal contract with the Secretary of State.
5th January 1887.—Contract with the Secretary of State for the construction and working of the Bengal Central railway and for future extensions.

(*b*) The general conditions of the contracts are as follows:—

(i) *Government aid.*—Government guarantee interest at 3½ per cent. in sterling on the company's share capital for term of contract. Land also was provided free of charge.

Under the original contract (1881), the Company was to receive no financial assistance from the Government beyond the payment of interest on capital during construction (the amount so paid, however, being repayable by the Company, with interest, out of surplus profits after the line had been opened). This contract was superseded by that of 1887.

(ii) *Currency of contract.*—The contract will remain in force until the 31st December 1980. Government may, however, determine it on the 30th June 1905 or any succeeding 10th year on twelve months' notice, or on six months' notice at any time if the Company fail to observe their obligations or the line is worked at a loss. On the determination of the contract by efflux of time or by notice, the Government are to pay the Company the amount of the par value of the share capital paid to Government.

(iii) *Power of Company to surrender contract.*—Nil.

(iv) *Terms of working.*—Net earnings, after providing for repayment to Government of interest (if any) on moneys that may be raised by debentures in excess of the original capital of £ 1,000,000, are divided in proportion of three-fourths to the Secretary of State and one-fourth to the Company.

(v) *Rates and fares.*—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates

(vi) *General remarks.*—The line was worked for the Company by the Eastern Bengal Railway Company from the 16th October 1882 to the 30th June 1884 and then by the Eastern Bengal State Railway Administration until the 1st January 1897, on which latter date the Company itself took over the working.

**2. General remarks.**—The Bengal Central railway has running powers over the following portions of the Eastern Bengal State railway: Dum-Dum Junction, to Canal Junction 1·61 miles; Canal Junction to Calcutta, 2·96 miles; Canal Junction to Chitpore, 2·00 miles; and Calcutta to Kidderpore Docks, 7·31 miles.

**3. Details of construction—**

(*a*) *Permanent-way.*—The permanent-way consists of flat-footed steel rails of the Vignole section, 62 lb. to the yard, laid on sleepers of creosoted pine. Sâl sleepers are now being used for renewals instead of creosoted pine, and in all curves sâl sleepers have been put in at the joints in place of creosoted pine sleepers, and they have also been put in at the middle of pairs of rails in some of the curves.

(*b*) *Ballast.*—At first the line was sand-ballasted, brick ballast, however, being used at bridges and level-crossings and in a few short lengths where the soil was bad; but it was subsequently decided to ballast the portion of the line between Dum-Dum Junction and Singhia, including sidings, with brick and this work is completed; also over curves and between Singhia and Khoolna where the earth, of which the embankment is composed, is not very good.

(*c*) *Fencing.*—The line is fenced throughout; iron gates are provided at level-crossings.

(*d*) *Curves.*—There are no curves under a radius of 1,000 feet.

(*e*) *Gradients.*—Of a total length of 125·01 miles, 4·33 miles are on a gradient of 1 in 400 or steeper.

Appendix 47.
History of railways.

APPEN

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 12 (*a*) | BENGAL DOOARS— (*3′ 3⅜″ gauge.*) | | | | |
| | *Main line—* | | | | |
| | East Bank of the Teesta to Dam Dim | May 1891 | 15-1-93 | 31·00 | |
| | Total Main line | ... | ... | ... | 31·00 |
| | *Branch—* | | | | |
| | Lataguri to Ramshaihát | May 1891 | 11-6-93 | 5·40 | |
| | Total Branch | ... | ... | ... | 5·40 |
| | TOTAL OPEN MILEAGE, BENGAL DOOARS | ... | ... | ... | 36·40 |
| 12 (*b*) | BENGAL DOOARS EXTENSIONS. | | | | |
| | *Main line—* | | | | |
| | Mal (Malbazar) to Chalsa | 2-3-98 | 1-4-01 | 5·00 | |
| | Barnes Junction (Deomoni Hât) to Baura | | 20-4-00 | 28·45 | |
| | Baura to Bhotemari | | 21-10-00 | 17·20 | |
| | Bhotemari to Lalmonir Hât | | 20-11-00 | 20·35 | |
| | Dam Dim to Oodlabari | | 1-5-01 | 3·30 | |
| | TOTAL, OPEN MILEAGE, BENGAL DOOARS EXTENSIONS | ... | ... | ... | 74·30 |
| | GRAND TOTAL, OPEN MILEAGE, BENGAL DOOARS | ... | ... | ... | 110·70 |
| | *Lines under construction or sanctioned for construction—* | | | | |
| | *Bengal Dooars extensions—* | | | | |
| | Oodlabari to Bagrakote | 2-3-98 | 1-1-02 | 3·26 | |
| | Chalsa to Hantupara | 2-3-98 | *1-1-03 | 39·00 | |
| | Total Lines under construction | ... | ... | ... | 42·26 |
| | GRAND TOTAL, BENGAL DOOARS | ... | ... | ... | 152·96 |

* Probable dates of opening.

REMARKS.

1. **Bengal Dooars railway—**

(*a*) The Bengal Dooars railway is worked under the following contracts:—

*Contracts of*—27th April 1891.—Bengal Dooars railway principal contract.

2nd March 1898.—Contract supplemental to that of 1891 (for extensions).

27th September 1900.—Supplemental to that of 1898 (extending period of completion of Dam Dim-Bagrakote extension).

7th November 1901.—Supplemental to those of 1898 and 1900 (extending period for completion of Malbazar-Hantupara extension).

(*b*) The general conditions of the contracts are as follows:—

(i) *Government aid.*—Land only was provided free of cost.

(ii) *Currency of contracts.*—On the 31st December 1919, and thereafter at intervals of seven years Government have power, by giving twelve months' previous notice, to terminate the contract and take over the line on payment to the Company, in the case of the main line, of one and two-fifths of the invested capital and capital liabilities, and, in the case of the extensions, of a sum equal to 25 times the average net earnings during the last preceding five years, but not exceeding by more than 20 per cent. the capital expenditure and capital liabilities of the company and not less than the capital expended and the capital liabilities. If at any period the main line or extensions should not be worked for six consecutive months, the company can also be called upon to surrender the line and extensions on payment of the actual sum expended up to the date of notice.

(iii) *Terms of working*—If worked by the Company, the whole of the profits go to the Company. If worked by the Eastern Bengal State railway, the Secretary of State retains each half-year 40 per cent. of the gross earnings, the remaining 60 per cent. being paid to the Company after deduction of income tax payable to Government.

(iv) *Rates and fares.*—

*Main line and extensions, Malbazar to Hantupara and Dam Dim to Bagrakote*—

Certain maxima and minima have been fixed subject to alteration from time to time. If gross receipts reach 12 per cent. on capital, Government may reduce maxima to the extent of 25 per cent., except certain special rates.

*Extension from Deomonir Hat to Lalmonir Hat*—

Certain maxima and minima have been fixed within which charges can be made.

(v) *General remarks.*—The line was constructed for opening out the Western Dooars and for the development of the tea industry.

2. **Details of construction.—**

(*a*) *Permanent-way.*—The line has been laid with 41¼ lb. flat-footed steel rails on sâl sleepers.

(*b*) *Ballast.*—The line is ballasted throughout with stone.

(*c*) *Fencing.*—The line is unfenced.

(*d*) *Curves.*—There are two curves with a radius of 955 feet, the lengths being 0·03 and 0·25 mile.

(*e*) *Gradients.*—Of a total open mileage of 110·70 miles, 1·59 miles are on a gradient of 1 in 100, or steeper.

**Appendix 47.**
History of railways.

**APPEN**

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening | Mileage. | Total. |
|---|---|---|---|---|---|
| 4(*a*) | **BENGAL-NAGPUR SYSTEM—** *(5′ 6″ gauge.)* | | | Miles. | Miles. |
| | COMPANY'S SECTION— | | | | |
| | *Main line—* | | | | |
| | Asansol to Damoodur | | 12-6-89 | 5·10 | |
| | Damoodur to Purulia | | 14-12-89 | 41·72 | |
| | Purulia to Chakardharpore | | 22-1-90 | 72· 5 | |
| | Chakardharpore to Goilkera | | 15-5-90 | 21·06 | |
| | Goilkera to Jharsuguda | *12-9-84 | 1-2-91 | 105·09 | |
| | Jharsuguda to Raigarh | | 20-4-90 | 44·35 | |
| | Raigarh to Bilaspur | | 10-2-90 | 81·90 | |
| | Bilaspur to Raipur | | 10-1 89 | 68·35 | |
| | Raipur to Raj-Nandgaon | | 4-12-88 | 41·99 | |
| | Raj-Nandgaon to Nagpur | | 27-11-88 | 144·83 | |
| | Total Main line | ... | ... | | 626·69 |
| | *Branches—* | | | | |
| | *Sanctoria coal branch—* | | | | |
| | Damoodur to the Sanctoria collieries | 12-9-84 | 12-6-89 | 7·03 | |
| | *Sambalpur branch—* | | | | |
| | Jharsuguda to Sambalpur | July 1891 | 1-2-93 | 30 23 | |
| | *Katni branch—* | | | | |
| | Bilaspur to Birsinghpur | 12-9-84 | 1-2-91 | 142·60 | |
| | Birsinghpur to Umaria | | 11-5-90 | 18·48 | |
| | Umaria to Katni | | 2-11-80 | 35·88 | |
| | Katni-Murwara junction line | | ... | 1·98 | |
| | | | | 198·94 | |
| | Sini to Khargpur | | 1-6-98 | 99·50 | |
| | Khargpur to Khal Bridge | | 17-12-98 | 34·53 | |
| | Khal Bridge to Rajapur Khal | | 24-5-00 | 18·80 | |
| | Rajapur Khal to Howrah | | 14-12-00 | 17·50 | |
| | | | | 170 33 | |
| | Santragachi to Shalimar | August 1895 | 15-3-01 | 3·00 | |
| | Khargpur to Balasore | | 17-12-98 | 71·75 | |
| | Balasore to Barang (Cuttack) | | 10-1-99 | 116·75 | |
| | | | | 188·50 | |
| | *Kola riverside branch—* | | | | |
| | Rajapur Khal to Kola Riverside Station | | 17-12-98 | 1·00 | |
| | Khargpur to Cossye river | January 1899 | 20-12-99 | 4·75 | |
| | Right bank of the Cossye river to Midnapore | January 1899 | 8-6-01 | 3·00 | |
| | | | | 7·75 | |
| | Total Branches | ... | ... | ... | 606·78 |
| | TOTAL, COMPANY'S SECTION | ... | ... | ... | 1,233·47 |
| | EAST COAST RAILWAY, NORTHERN SECTION— | | | | |
| | *Main line—* | | | | |
| | Cuttack Road (Barang) to Bhubaneshwar | July 1890 | 1-2-97 | 10·32 | |
| | Bhubaneshwar to Khurda Road | July 1890 | 20-7-96 | 11·76 | |
| | Khurda Road to Rambha | July 1890 | 1-3-96 | 61·54 | |
| | Rambha to Berhampur-Ganjam | July 1890 | 1-9-95 | 29·56 | |
| | Berhampur-Ganjam to Palasa | July 1890 | 1-4-95 | 45·76 | |
| | Palasa to Párlakimedi Road (Naupada) | July 1890 | 17-12-94 | 33·11 | |
| | Párlakimedi Road (Naupada) to Vizianagram | July 1890 | 20-7-94 | 55·20 | |
| | Vizianagram to Waltair | July 1890 | 15-7-93 | 37 50 | |
| | Total Main line | ... | ... | ... | 284·75 |
| | Carried over | ... | ... | ... | 284·75 / 1,233·47 |

* Dates of sanction of original metre gauge lines : Nagpur to Dongargarh, 9th May 1878 and Dongagarh to Raj-Nandgaon, 15th March 1881.

**DIX 47—*continued.***



***on the 31st December 1901, alphabetically arranged.***

REMARKS.

1. **Lines comprising system.**—The Bengal-Nágpur railway system is made up of—

| | | Open line. Miles. | Under construction. Miles. | Total. Miles. |
|---|---|---|---|---|
| (*a*) Bengal-Nágpur railway . . | (5′ 6″ gauge) | 1,233·47 | 177·77 | 1,411·24 |
| (*b*) East Coast railway, Northern section | (5′ 6″ gauge) | 319·51 | ... | 319·51 |
| (*c*) Raipur-Dhamtari railway . . | (2′ 6″ gauge) | 56·24 | ... | 56·04 |
| (*d*) *Jubbulpore-Gondia extension* . . | (*2′ 6″ gauge*) | ... | 252·67 | 252·67 |
| (*e*) Párlakimedi Light railway . . | (5′ 6″ gauge) | 25·00 | ... | 25·00 |
| | Total . | 1,634·22 | 430·44 | 2,064·66 |

2. **Bengal-Nagpur railway—**

(*a*) The Bengal-Nágpur railway system (excluding Párlakimedi Light railway) is worked under the following contracts :—

*Contracts of*—9th March 1887, Bengal-Nágpur Railway Company's principal contract.

31st December 1891.—Contract for the construction and working of a branch line from Sambalpur Road station on the main line to Sambalpur.

27th June 1901.—As to the raising of debenture capital for the construction of the Sini-Midnapore-Howrah and Midnapore-Cuttack extensions.

23rd January 1902.—Contract for the construction and working of the Raipur-Dhamtari (2′ 6″ gauge) feeder line with a branch to Rajim ; an extension (5′ 6″ gauge) from Sini *viâ* Midnapore to Howrah, with branches from Midnapore to Cuttack and the Jherriah coal fields ; a line (2′ 6″ gauge) from Gondia to Jubbulpore with branches from Neinpur to Mandla, Neinpur to Seoni, Seoni to Chindwara ; and for the working of the Northern section of the East Coast State railway as part of the undertaking.

(*b*) The general conditions of the contracts are as follows :—

(i) *Government aid.*—Government guarantee interest in sterling at 4 per cent. per annum on £3,000,000 share capital ; on any further capital that may be required, the guarantee to be 4 per cent. or such other rate as may be agreed upon. Land also was provided free of charge.

(ii) *Terms of contract.*—The contract provides for the Company raising £3,000,000, any further money required being either provided by the Secretary of State upon such terms as may from time to time be mutually agreed upon, or by the Company within such period and in such instalments as the Secretary of State may prescribe. Subject to the provisions of the contract, all moneys raised by the Company become the absolute property of the Secretary of State.

(iii) *Currency of contract—*

*Principal contract.*—Government may determine the contract, by giving twelve months' previous notice, on the 31st December 1913, or on the 31st December of any succeeding tenth year. Government may also terminate the contract at any time, on six months' notice, if the Company fail to fulfil their obligations, or the line be worked at a loss. On the termination of the contract, the Company are to hand over to Government the railway and all its belongings of every description, and Government are to repay the amount at par of the share capital which has been paid in by the Company.

*Sambalpur branch contract.*—The contract for this branch brings it within the provisions of the original contract of 9th March 1887, but provides that the Government may purchase the branch at any time after 1st January 1895, on giving twelve months' notice.

*Contract of 23rd January 1902 : Northern section, East Coast State railway.*—Government, may at any time, by giving six months' previous notice, require the Company to retransfer the whole or any part of the section of railway between Vizianagram and Waltair Junction with all appurtenances and without compensation in respect of such retransfer.

(iv) *Power of Company to surrender contract.*—Nil.

(v) *Terms of working.*—Three parts of the surplus profits for any complete calendar year, after providing for payment to Government of interest on advances of capital made by them to the Company and for repayment of the interest paid by them to the Company for that year, to be retained by Government, and the remaining fourth part to be divided between Government and the Company in the proportion which the gross earnings of the Company's undertaking, exclusive of the Northern section of the East Coast railway, bear to the gross earnings of the latter section.

(vi) *Rates and fares.*—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates. The Madras railway have the power to quote through rates in the direction of Madras from Bengal-Nágpur stations between Cuttack and Waltair. The Bengal-Nágpur railway have similarly power to quote rates from Madras railway stations Tadepalli and Cuttack in the direction of Calcutta.

(vii) *General remarks.*—The Northern section of the East Coast State railway (an aggregate length of 319·51 miles) was transferred to the Bengal-Nágpur Railway Company on the 1st January 1901, to be incorporated in their undertaking as an integral part of it.

**Appendix 47.**
History of railways.

**APPEN**

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| 4 (*a*) | **BENGAL-NAGPUR SYSTEM**—*concluded.* | | | Miles. | Miles. |
| | Brought forward | ... | ... | ... | 1,233·47 |
| | *Branches*— | | | | 284·75 |
| | *Vizagapatam branch*— | | | | |
| | Waltair to Vizagapatam, including wharf and Swamp lines | | 1-10-94 | 4·97 | |
| | *Puri branch*— | | | | |
| | Khurda Road to Puri | July 1895 | 1-2-97 | 25·34 | |
| | Temporary Puri station to new Puri station | July 1895 | 1-6-98 | 1·84 | |
| | | | | 27·18 | |
| | Naupada Salt factory | ... | 7-6-00 | 2·61 | |
| | Total Branches | ... | ... | | 34·76 |
| | TOTAL, EAST COAST RAILWAY, NORTHERN SECTION | ... | ... | ... | 319·51 |
| 4 (*b*) | RAIPUR-DHAMTARI. (*2′ 6″ gauge.*) | | | | |
| | *Main line*— | | | | |
| | Raipur to Kurud | 3-5-97 | 10-9-00 | 31·50 | |
| | Kurud to Dhamtari | 3-5-97 | 17-12-00 | 14·24 | |
| | Total Main line | ... | ... | ... | 45·74 |
| | *Branch*— | | | | |
| | Abhanpur to Rajim | ... | 15-10-00 | 10·50 | |
| | Total Branch | ... | ... | ... | 10·50 |
| | TOTAL, RAIPUR-DHAMTARI | ... | ... | ... | 56·24 |
| 4 (*c*) | PÁRLAKIMEDI LIGHT (*2′ 6″ gauge.*) | | | | |
| | Naupada to Párlakimedi | 14-3-98 | 1-4-00 | 25·00 | 25·00 |
| | TOTAL, OPEN MILEAGE, BENGAL-NAGPUR SYSTEM | ... | ... | ... | 1,634·22 |
| | *Lines under construction or sanctioned for construction*— | | | | |
| | COMPANY'S SECTION— | | | | |
| | Midnapore to Bujudih | 1-6-01 | Jany. '03 * | 114·77 | |
| | Bujudih to Hariharpur | 9-12-01 | ... | 27·90 | |
| | Hooghly foreshore to Kidderpore Docks | ... | ... | 0·60 | |
| | Ramkanali to Nodeeha | 17-7-01 | ... | 9·48 | |
| | Colliery lines | 9-12-01 | ... | 25·02 | |
| | Total Lines under construction, Company's section | ... | ... | ... | 177·77 |
| 4 (*d*) | JUBBULPORE-GONDIA EXTENSION— (*2′ 6″ gauge.*) | | | | |
| | *Main line*— | | | | |
| | Jubbulpore to Gondia | 29-1-01 | ... | 143·43 | 143·43 |
| | *Branches*— | | | | |
| | Neinpur to Mandla | 29-1-01 | ... | 21·75 | |
| | Neinpur to Seoni | 29-1-01 | ... | 47·13 | |
| | Seoni to Chindwara | 29-1-01 | ... | 40·36 | |
| | Total Branches | ... | ... | ... | 109·24 |
| | Total Jubbulpore-Gondia extension | ... | ... | ... | 252·67 |
| | Grand total, Lines under construction | ... | ... | ... | 430·44 |
| | GRAND TOTAL, BENGAL-NAGPUR SYSTEM | ... | ... | ... | 2,064·66 |
| 10 (*b*) | **BEZWADA EXTENSION**— (*See* Nizam's Guaranteed State system.) | | | | |

* Probable date of opening.

**DIX 47—*continued.***



***on the 31st December 1901, alphabetically arranged.***

REMARKS.

3. **Párlakimedi Light railway—**

(*a*) The Párlakimedi Light railway is worked on the terms in Madras Government Public Works Department Order, No. 570 Railway, dated the 12th May 1899.

(*b*) The general conditions are as follows :—

(i) *Terms of working.*—The line is worked solely at the expense of the Rajah of Párlakimedi.

(ii) *Rates and fares.*—Rates and fares varying between the minima and 25 per cent. above the maxima sanctioned from time to time for the East Coast State railway may be charged.

(iii) *General remarks.*—On the 20th May 1901 the Indian Railways Act, IX of 1890, except section 135, was applied to the line. The working of this railway has been taken over by the Bengal-Nágpur railway from the 1st January 1902 and the terms are under consideration.

4. **General remarks—**A length of 1·98 miles of this railway at Katni is worked over by the Great Indian Peninsula railway. The Bengal-Nágpur railway works over 0·30 mile of the East Indian railway at Katni, 0·50 mile at Asansol, 1·00 mile at Howrah and 0·65 mile of the Great Indian Peninsula railway at Nágpur; and has also running powers over the Waltair-Vizagapatam section (including the wharf and swamp lines) of the North-East line of the Madras railway.

5. **Details of construction—**

(*a*) *Permanent-way.*—On the main line the rails are 75 lb. steel, flat-footed, 30 feet long, laid on 10 transverse steel sleepers and two wooden sleepers per rail, except between Nágpur and Kamptee, where 12 steel sleepers per rail are used. On the Bilaspur-Umaria section, 75 lb. flat-footed steel rails are laid on 10 transverse steel sleepers and 2 sál sleepers at the joints, except between Khongsara and Khodri, where steel sleepers 10 to the rail are used. The Sambalpur branch is laid with the same type of permanent-way as on the main line, but no sál sleepers have been added at rail joints. The Umaria-Katni section was originally laid with second hand East Indian railway permanent-way on timber sleepers (82 lb. rails on three-fourths of the distance and 74 lb. rails on the remainder) but is now relaid with 75 lb. flat-footed rails on transverse steel sleepers. The Sini-Calcutta-Cuttack section is laid with 85 lb. steel rails on cast iron pot sleepers. The Calcutta-Waltair section is laid with 75 lb. flat-footed steel rails with 5 holed fish-plates on wooden and steel pea-pod sleepers.

*Raipur-Dhamtari railway.*—Laid with 31 lb. flat-footed steel rails on sál sleepers.

*Párlakimedi Light railway.*—Laid with 30 lb. flat-footed steel rails and transverse wooden sleepers.

(*b*) *Ballast—*

*Bengal-Nágpur railway.*—Ballasted throughout with good stone, except for a few miles on the Chakardharpore district, where laterite is used.

*Raipur-Dhamtari railway.*—Moorum or sand and stone in a few cuttings.

*Parlakimedi Light railway.*—The line is ballasted throughout.

(*c*) *Tunnels.*—The following are the tunnels of 500 feet length and over:—Suranda (between Manhaipur and Goilkhera), 1,641 feet; Bhaortank (between Khongsara and Khodri), 1,000 feet; and Darekasa (between Salekasa and Darekasa), 735 feet.

(*d*) *Bridges.*—The following are the important bridges of 1,000 feet length and over :—Kánhan (between Kamptee and Sálwá), 6 spans of 170 feet and 2 spans of 60 feet; Weinganga (between Tumsar Road and Tirora), 9 spans of 150 feet; Sheonath No. I (between Muripur and Drug), 7 spans of 150 feet; Sheonath No. II (between Nipania and Bilha), 14 spans of 150 feet; Hasdo (between Naila and Champa), 5 spans of 200 feet and 2 spans of 40 feet; Mand (between Kharsia and Náharpáli), 9 spans of 100 feet and 2 spans of 30 feet; Eeb (between Belpahár and Jharsuguda), 9 spans of 150 feet; Brahmini (between Kulunga and Rourkela), 9 spans of 150 feet and 1 span of 60 feet; Damoodur (between Rámkánáli and Damoodur), 10 spans of 200 feet and 2 spans of 100 feet; Subanrikha (between Asanboni and Moholia), 10 spans of 100 feet; Koakhaye (between Barang and Cuttack), 20 spans of 150 feet; Kathjori (between Barang and Cuttack), 18 spans of 150 feet; Mahanuddi (between Cuttack and Kapilas Road), 64 spans of 100 feet; Beroopa (between Cuttack and Kapilas Road), 16 spans of 100 feet; Brahmini (between Jenapur and Vyas Sorovar), 29 spans of 150 feet; Byturnee (between Jajpur Road and Kenduapada), 15 spans of 150 feet; Subanrikha (between Mohurbhanj and Jellasore), 11 spans of 150 feet and 2 spans of 60 feet; Roopnarain (at mile 667), 7 spans of 300 feet and 4 spans of 100 feet; and Midnapore (Cossye river, between Khargpur and Midnapore), 16 spans of 100 feet; and Rush Kulya (between Chotrapur and Ganjam), 10 spans of 150 feet.

(*e*) *Fencing.*—The line is unfenced except between Nágpur and Kamptee and at the more important stations and at some of the station yards and first class level crossings on the Barang-Waltair section.

*Párlakimedi Light railway.*—The line is fenced where it runs along the public road.

(*f*) *Curves.*—On the Bengal-Nágpur railway, there is only one curve under a radius of 1,000 feet on the Sanctoria Coal branch, the length of which is 0·28 mile and radius 800 feet. On the Raipur-Dhamtari branch, there are five curves of less than 1,000 feet, aggregating 12 miles in length.

(*g*) *Gradients.*—Of a total open mileage of 1,634·22 miles, 79·03 miles are on a gradient of 1 in 100, or steeper.

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 20 (*a*) | **BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR SYSTEM.—** (*3′ 3⅜″ gauge.*) | | | | |
| | BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR— | | | | |
| | Bhávnagar to Wadhwan | 19-3-79 | 20-12-80 | *105·19 | |
| | Dhola to Dhoraji | 19-3-79 | 19-1-81 | 88·38 | |
| | Dhoraji to Porbandar | 24-1-88 | 17-12-89 | †69·07 | |
| | Porbandar to Porbandar Bandar | | 15-3-90 | 1·35 | |
| | Jetalsar to Junágad | 24-12-86 | 1-9-88 | 16·00 | |
| | Junágad to Veraval (including Junágad quarry line) | | 1-2-89 | ‡53·55 | |
| | Veraval to Veraval Bandar | | 1-12-90 | 0·30 | |
| | TOTAL, BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR PROPER. | ... | ... | ... | 333·84 |
| 20 (*b*) | JÁMNAGAR— (*3′ 3⅜″ gauge.*) | | | | |
| | Rájkot Junction to Bedi Bandar | Oct. 1893 | 8-4-97 | 54·28 | |
| | TOTAL, JÁMNAGAR | ... | ... | ... | 54·28 |
| 20 (*c*) | JETALSAR-RÁJKOT— (*3′ 3⅜″ gauge.*) | | | | |
| | Jetalsar Junction to Rájkot | Feb. 1892 | 12-4-93 | 46·23 | |
| | TOTAL, JETALSAR-RÁJKOT | ... | ... | ... | 46·23 |
| | Carried over | ... | ... | ... | 434·35 |

* Of this, the Bhávnagar Dock estate line, 0·87 mile.

† Of this, the Porbandar Dock estate line, 1·35 miles,

‡ Of this, the Junágad quarry line, 2·35 miles, and

DIX 47—*continued.*

*on the 31st December 1901, alphabetically arranged.*

REMARKS.

1. **Lines comprising system.**—The Bhávnagar-Gondal-Junágad-Porbandar railway system is made up of—

| | | Open line. Miles. |
|---|---|---|
| (*a*) Bhávnagar-Gondal-Junágad-Porbandar railway | (3′ 3⅜″ gauge) | 333·84 |
| (*b*) Jámnagar railway | (3′ 3⅜″ gauge) | 54·28 |
| (*c*) Jetalsar-Rajkot railway | (3′ 3⅜″ gauge) | 46·23 |
| (*d*) Dhrangadra railway | (3′ 3⅜″ gauge) | 20·83 |
| | Total | 455·18 |

2. **Bhávnagar-Gondal-Junágad-Porbandar railway system—**

(*a*) The Bhávnagar-Gondal-Junágad-Porbandar railway system is worked under the following agreements :—

*Agreements of*—1st January 1897.—For the management and working of the "Integral Railways" as one system by a Board of Control.

8th April 1897.—Jámnagar railway
12th April 1893.—Jetalsar-Rajkot railway
1st June 1898.—Dhrangadra railway
} For management and working by the Bhávnagar-Gondal-Junágad-Porbandar Railway Administration.

(*b*) The general conditions of the agreements are as follows :—

(i) *Government aid.*—Nil.

(ii) *Terms of agreement.*—The whole system is worked by a Board of Control, consisting of one nominee of Government to be President and one nominee from each of the proprietary states of Bhávnagar, Gondal, Junágad and Porbandar. The existing lines owned by those states are separately and entirely described as the "Integral railways" and their combination is termed the "Open system." The decisions of the Board of Control are based on the majority of votes recorded ("Members' single votes" and "Proprietary votes"). "Members' single votes" prevail at special meetings where each member has one vote, while "Proprietary votes," *i.e.*, votes revised annually on varying capital outlay, prevail at ordinary and extraordinary meetings.

(iii) *Currency of agreement.*—Bhávnagar-Gondal-Junágad-Porbandar railway system.—The term of the principal agreement for the working of the Bhávnagar-Gondal-Junágad-Porbandar railway proper is from the 1st January 1897 to the 31st December 1900. Until a new agreement has been adopted, the terms of this agreement remain in force.

(iv) *Power of Board to determine agreement.*—By unanimous vote, the Board of Control can cancel or modify any of the clauses of the agreement, and can also rescind or alter any resolution; no changes can otherwise be made until expiry of three months from date of passing such resolution. Any proprietary state can terminate the agreement after the 31st December 1900, subject to 12 months' notice at the beginning of the year.

(v) *Terms of working.*—Bhávnagar-Gondal-Junágad-Porbandar railway.—The earnings of the several integral railways belong wholly and exclusively to each integral railway, and, similarly, the Capital and Revenue expenditure is wholly borne by the same. All expenditure on the open system and on the integral railways, as may require apportionment, is divisible as prescribed in Appendix A to the agreement. The Bhávnagar State provides funds for working the whole system as well as for ordinary capital on the integral railways, all receipts of the entire open system being paid into the Bhávnagar State Treasury. All funds for major capital works are provided by the integral railway concerned or by special arrangement with the Bhávnagar State Treasury. Each integral railway is the sole proprietor of all works, buildings, etc., on its own length of line and is entitled to 7½ per cent. interest on the paid up value of all property in occupancy for open system purposes; to compensation for losses for works and buildings falling into disuse; and to 7½ per cent. per annum for any additional accommodation required by the open system.

Jámnagar railway.—
Jetalsar-Rájkot railway.—
Dhrangadra railway.—
} The Board of Control work the railways at 40 per cent. of gross earnings of each railway, *plus* actual expenditure incurred on the maintenance of way, works and stations; and supply rolling-stock at 5 per cent. of gross earnings to the Jetalsar-Rájkot and Dhrangadra railways.

(vi) *Rates and fares.*—Bhávnagar-Gondal-Junágad-Porbandar railway system.—The maximum scale of rates and fares sanctioned by Government is applicable to the whole system, but rates and fares may be altered within this scale so as to accommodate them to the circumstances of traffic on any integral railway: provided that such alteration be not prejudicial to the interests of any other integral railway.

is worked for goods traffic only.

is worked for goods traffic only.

Junágad Dock estate line, 0·30 mile, are worked for goods traffic only.

**Appendix 47.**
History of railways.

**APPEN**

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| 20 (*a*) | **BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR SYSTEM**—*concluded.* | | | Miles. | Miles. |
| | Brought forward . | ... | ... | ... | 434·35 |
| 20 (*d*) | DHRANGADRA— (*3′ 3⅜″ gauge.*) | | | | |
| | Wadhwan Junction to Dhrangadra— . . . . | 23-12-97 | 1-6-98 | 20·83 | |
| | TOTAL, DHRANGADRA . | ... | ... | ... | 20·83 |
| | GRAND TOTAL, BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR SYSTEM. | ... | ... | ... | 455·18 |
| 8 (*g*) | **BHOPAL-ITARSI**— (*See* Great Indian Peninsula system.) | | | | |
| 8 (*f*) | **BHOPAL-UJJAIN**— (*See* Great Indian Peninsula system.) | | | | |
| 8 (*e*) | **BINA-GOONA-BARAN**— (*See* Great Indian Peninsula system.) | | | | |
| 21 (*e*) | **BIRUR-SHIMOGA**— (*See* Southern Mahratta system.) | | | | |

*on the 31st December 1901, alphabetically arranged.*

| REMARKS. |
|---|
| 3. **Details of construction—** |
| (*a*) *Permanent-way.*—The permanent-way consists of 41¼ lb. steel flat-footed rails, laid mostly on creosoted pine and deodar sleepers. |
| (*b*) *Ballast.*—With the exception of one or two short lengths ballasted with kunkur, the line is laid with a good quality of broken stone ballast. |
| (*c*) *Bridges.*—The only important bridge is the Oojat (between Shahpur and Lushala), 7 spans of 100 feet and 3 spans of 133 feet. |
| (*d*) *Fencing.*—The line is practically unfenced throughout its length. |
| (*e*) *Curves.*—There are no curves under a radius of 1,000 feet. |
| (*f*) *Gradients.*—Of a total open mileage of 455·18 miles on the system, 122·09 miles are on a gradient of 1 in 150 to 200, or steeper. |

Appendix 47.
History of railways.

APPEN

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 9 (*a*) | **BOMBAY, BARODA AND CENTRAL INDIA SYSTEM—** | | | | |
| | COMPANY'S SECTION. (*5′ 6″ gauge.*) | | | | |
| | *Main line—* | | | | |
| | Colaba to Marine lines | May 1856 | 18-1-70 | 2·00 | |
| | Marine lines to Charni Road | 1868 | 19-6-69 | 0·75 | |
| | Charni Road to Bellasis Road | Charni Road to Grant Road, May 1863; Grant Road to Dadar, July 1862; Dadar to 80th mile (from Colaba), 1859; 50th mile (from Colaba) to Surat, 1858. | 13-9-68 | 0·75 | |
| | Bellasis Road to Bulsár | | 28-11-64 | 121·00 | |
| | Bulsár to Navsári | | 2-9-61 | 24·25 | |
| | Navsári to Sachin | | 20-5-61 | 9·25 | |
| | Sachin to Surat | | 18-3-61 | 9·00 | |
| | Surat to Amroli | | 19-11-60 | 2·25 | |
| | Amroli to Anklesvar | | 10-2-60 | 28·75 | |
| | Anklesvar to the Nerbudda | | 5-12-60 | 5·50 | |
| | Nerbudda to Broach | 1857 and 1859 | 22-6-60 | | |
| | Broach to Baroda | | 9-1-61 | 43·75 | |
| | Baroda to Dholia | | 22-4-61 | 11·25 | |
| | Dholia to Mehmadabad | | 3-9-62 | 33·25 | |
| | Mehmadabad to Ahmedabad | | 21-1-63 | 17·89 | |
| | Ahmedabad to Sábarmati | October 1870 | 1-1-70 | 3·75 | |
| | Sábarmati to Sánand | | 24-5-71 | 13·75 | |
| | Sánand to Viramgám | | 30-11-71 | 22·75 | |
| | Viramgám to Wadhwán | 24-10-70 | 25-5-72 | 39·68 | |
| | Total Main line | ... | ... | ... | 389·57 |
| | *Branches—* | | | | |
| | *Godhra branch—* | | | | |
| | Anand to Dákor | 5-11-73 | 8-4-74 | 16·75 | |
| | Dákor to Rukhyal | ... | 6-1-75 | 1·75 | |
| | Rukhyal to Hungari | ... | 6-12-76 | 9·00 | |
| | Hungari to Páli | ... | 29-1-77 | 4·71 | |
| | Páli to Godhra | ... | 26-2-82 | 17·00 | |
| | | | | 49·21 | |
| | *Pátri branch—* | | | | |
| | Khárághoda to Viramgám | 13-6-71 | 12-5-73 | 22·12 | |
| | Total Branches | ... | ... | ... | 71·33 |
| | TOTAL OPEN MILEAGE, COMPANY'S SECTION | ... | ... | ... | 460·90 |
| | DOUBLE LINE, COMPANY'S SECTION— | | | | |
| | Colaba to Marine lines | ... | 18-1-70 | 1·91 | |
| | Marine lines to Charni Road | ... | 19-6-69 | 0·71 | |
| | Charni Road to Bellasis Road | ... | 13-9-68 | 1·29 | |
| | Bellasis Road to Máhim | ... | 20-7-65 | 5·44 | |
| | Máhim to Bándra | ... | 23-2-66 | 1·07 | |
| | Bándra to Santa Cruz | ... | 23-5-66 | 1·83 | |
| | Santa Cruz to Andheri | ... | 29-8-67 | 2·71 | |
| | Andheri to Bháyndar | ... | 27-4-85 | 13·33 | |
| | Bháyndar to Virár | ... | 1-10-85 | 10·34 | |
| | Virár to Palghar | ... | 1-12-97 | 19·28 | |
| | Palghar to Dahanu Road | ... | 17-1-98 | 20·37 | |
| | Dahanu Road to Gholvad | ... | 20-4-00 | 6·68 | |
| | Gholvad to Daman Road | ... | 18-10-00 | 23·19 | |
| | Sachin to Kánkra Khári | ... | 4-7-87 | 6·36 | |
| | Kánkra Khári to Surat | ... | 5-6-68 | 2·72 | |
| | Carried over | ... | ... | 117·23 | 460·90 |

**DIX 47**—*continued.*



*on the 31st December 1901, alphabetically arranged.*

REMARKS.

1. **Lines comprising system.**—The Bombay, Baroda and Central India railway system is made up of—

| | | Open line. Miles. | Under construction. Miles. | Total. Miles. |
|---|---|---|---|---|
| (*a*) Bombay, Baroda and Central India railway . | (5′ 6″ gauge) | 460·90 | ... | 460·90 |
| (*b*) Tápti Valley railway . . . . . | (5′ 6″ gauge) | 155·48 | ... | 155·48 |
| (*c*) Petlad-Cambay railway (Anand-Tarapur section) | (5′ 6″ gauge) | 21·50 | ... | 21·50 |
| (*d*) Petlad-Cambay railway (Tarapur-Cambay section) | (5′ 6″ gauge) | 10·90 | ... | 10·92 |
| (*e*) Nágdá-Ujjain railway . . . . . | (5′ 6″ gauge) | 34·32 | ... | 34·32 |
| (*f*) Godhra-Rutlam-Nágdá railway . . . | (5′ 6″ gauge) | 141·14 | ... | 141·14 |
| (*g*) Rajputana-Malwa railway . . . . | (3′ 3⅜″ gauge) | 1,648·36 | ... | 1,648·36 |
| (*h*) Ahmedabad-Paránti railway . . . . | (3′ 3⅜″ gauge) | 54·70 | ... | 54·70 |
| (*i*) Pálanpur-Deesa railway . . . . . | (3′ 3⅜″ gauge) | 17·28 | ... | 17·28 |
| (*j*) Gaekwar's Mehsána railway . . . . | (3′ 3⅜″ gauge) | 92·63 | ... | 92·63 |
| (*k*) Gaekwar's Dabhoi railway . . . . | (2′ 6″ gauge) | 78·80 | ... | 78·80 |
| (*l*) Rajpipla railway . . . . . | (2′ 6″ gauge) | 37·37 | ... | 37·37 |
| (*m*) *Jaipur railway* . . . . . | (3′ 3⅜″ *gauge*) | ... | 72·85 | 72·85 |
| (*n*) *Vijapur-Kalol-Kadi railway* . . . | (3′ 3⅜″ *gauge*) | ... | 41·80 | 41·80 |
| (*o*) *Ahmedabad-Dholka railway* . . . . | (3′ 3⅜″ *gauge*) | ... | 33·46 | 33·46 |
| Total . . | | 2,753·40 | 148·11 | 2,901·51 |

2. **Bombay, Baroda and Central India railway—**

(*a*) The Bombay, Baroda and Central India railway, Company's section, is worked under the following contracts :—

*Contracts of*—21st November 1855—for the construction and working of a line from Surat to Baroda and thence to Ahmedabad.

2nd February 1859—for the construction and working of a line from Bombay to Surat.

17th November 1871—for the construction and working of a line from Viramgam to Wadhwan.

1st February 1901—as to share of working expenses debitable to branch lines worked.

(*b*) The general conditions of the contracts are as follows :—

(i) *Government aid.*—Guarantee of interest in sterling at 5 per cent. for the term of the contract. On some portion of the share capital and on debentures lower rates of interest also are guaranteed.

(ii) *Currency of contracts.*—The contracts are current for a period of 99 years from 1855 when the line becomes the property of Government on payment of the actual capital outlay in sterling. The Government may, however, determine the contract by purchase after the expiration of 25 or 50 years of the term namely in 1880 or 1905, at the mean market value of the shares during the three preceding years, possession being taken of the railway at the half-yearly day next but one following the notice. The Government may also determine the contract at any time, on giving three months' notice, if the Company fail to observe obligations. In such case, Government repay the capital expended.

NOTE.—The Government relinquished their right to determine the contract at the end of the 25th year, and the only remaining opportunity of giving notice of purchase will be in 1905 (within six months of the 1st of May).

(iii) *Power of Company to surrender contract.*—The Company may surrender, on six months' notice, at any time, receiving back the capital expended.

(iv) *Terms of working*—Surplus profits, after repayment of the guaranteed interest of each half-year, are divided equally between Government and the Company, the interest payments being calculated for the purpose of this division at 1*s.* 10*d.* to the rupee.

**Appendix 47.**
**History of railways.**



*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| 9 (*a*) | BOMBAY, BARODA AND CENTRAL INDIA SYSTEM —*contd.* | | | Miles. | Miles. |
| | Brought forward . | ... | ... | 117·23 | 460·90 |
| | DOUBLE LINE—*concluded.* | | | | |
| | Surat to Amroli . . . . . | ... | 9-10-67 | 2·19 | |
| | Amroli to Sayan . . . . . | ... | 25-5-98 | 6·43 | |
| | Sayan to Kim . . . . . | ... | 1-10-98 | 6·33 | |
| | Kim to Anklesvar . . . . . | ... | 11-12-99 | 16·16 | |
| | Broach to Miyagam . . . . . | ... | 15-10-99 | 25·42 | |
| | Miyagam to Itola . . . . . | ... | 15-9-97 | 7·82 | |
| | Itola to Baroda . . . . . | ... | 7-6-95 | 10·77 | |
| | Bárejadi to Ahmedabad . . . . . | ... | 2-6-87 | 10·21 | |
| | TOTAL DOUBLE LINE, COMPANY'S SECTION . | ... | ... | *202·56 | |
| 9 (*b*) | TAPTI VALLEY. (*5′ 6″ gauge.*) | | | | |
| | Kankra Khari to Vyára . . . . . | ... | 1-12-98 | 35·59 | |
| | Vyára to Chinchpada . . . . . | ... | 10-7-99 | 36·55 | |
| | Chinchpada to Nándarbar . . . . . | ... | 8-10-99 | 25·20 | |
| | Nándarbar to Dondaiche . . . . . | ... | 11-11-99 | 21·44 | |
| | Dondaiche to Nárdána . . . . . | ... | 25-11-99 | 19·78 | |
| | Nárdána to Amalner . . . . . | ... | 15-3-00 | 16·92 | |
| | TOTAL, TAPTI VALLEY . | ... | ... | ... | 155·48 |
| 9 (*d*) | PETLAD-CAMBAY (ANAND-TARAPUR SECTION)— (*5′ 6″ gauge.*) | | | | |
| | Anánd to Petlád . . . . . | Dec. 1888 | 5-5-90 | 13·17 | |
| | Petlád to Tarapur . . . . . | 4-7-99 | 20-6-01 | 8·33 | |
| | TOTAL, PETLAD-CAMBAY (ANAND-TARAPUR SECTION) . | ... | ... | ... | 21·50 |
| 9 (*e*) | PETLAD-CAMBAY (TARAPUR-CAMBAY SECTION)— (*5′ 6″ gauge.*) | | | | |
| | Tarapur to Cambay . . . . . | 4-7-99 | 20-6-01 | 10·92 | |
| | TOTAL, PETLAD-CAMBAY (TARAPUR-CAMBAY SECTION) . | ... | ... | ... | 10·92 ... |
| | GRAND TOTAL, PETLAD-CAMBAY . | ... | ... | ... | 32·42 |
| 9 (*c*) | NÁGDÁ-UJJAIN— (*5′ 6″ gauge.*) | | | | |
| | Nágdá to Ujjain . . . . . | 17-12-94 | 15-7-96 | 34·32 | |
| | TOTAL, NÁGDÁ-UJJAIN . | | | | 34·32 |
| 9 (*f*) | GODHRA-RUTLAM-NÁGDÁ— (*5′ 6″ gauge.*) | | | | |
| | Godhra to Limkhérá . . . . . | 29-10-90 | 16-1-93 | 25·09 | |
| | Limkhérá to Dóhad . . . . . | | 7-3-94 | 19·55 | |
| | Dóhad to Rutlam . . . . . | | 22-10-94 | 70·46 | |
| | Rutlam to Nágdá . . . . . | 12-94 | 11-5-96 | 26·04 | |
| | TOTAL, GODHRA-RUTLAM-NÁGDÁ . | ... | ... | ... | 141·14 |
| | Carried over . | ... | ... | ... | 824·26 |

* Excluding 49·36 miles from Daman Road to Sachin and 5·19 miles from Anklesvar to Broach under construction.

REMARKS.

2. **Bombay, Baroda and Central India railway**—*concluded.*

(*b*) General conditions—*concluded.*

(v) *Rates and fares.*—Under the contract, Government fix a maxima which cannot be altered by Government until the net receipts exceed 10 per cent. on the capital outlay, and which cannot be altered by the Company without Government sanction. Authority, however, has been given to the Company, by an executive order, to vary their rates within the prescribed maxima without reference to Government.

3. **Tápti Valley railway**—

(*a*) The Tapti Valley railway is worked under the following contracts :—

*Contracts of*—28th August 1896 (between the Secretary of State and the Tapti Valley Railway Company) for construction.

30th October 1896 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for maintenance and working.

1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

(*b*) The general conditions of the contracts are as follows :—

(i) *Government aid.*—A rebate is allowed up to 10 per cent. of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Tápti Valley railway so as to make up an amount equal to interest for the year at the rate of 4 per cent. per annum on the actual capital expenditure, *plus* a sum of Rs. 6,000 per annum towards the Company's office expenses and expenses of management. Land in British territory is also provided free.

(ii) *Currency of contract*—Government may, by giving 12 months' notice, determine the contract on the 31st December 1921, or at the end of any subsequent period of 10 years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent. the total capital expenditure of the Company or be less than such captial expenditure; or Government may determine it on the 31st December 1950, paying the Company in rupees an amount equal to the total capital expenditure.

(iii) *Power of Company to surrender contract.*—Nil.

(iv) *Terms of working.*—Government undertake to construct (from funds supplied by the Company) work and maintain the line through State or other agency, the necessary rolling-stock being supplied by the working agency. The general working expenses of the system, excluding the 2′ and 2′ 6″ gauge lines, are divided in proportion to the gross earnings of the component parts of the Tápti Valley railway, being debited with the share thus arrived at, subject to a maximum charge of 44 per cent. of its gross earnings for the year. The residue of the gross earnings is payable to the Tápti Valley Railway Company.

(v) *Rates and fares.*—To be arranged from time to time between Government and the working agency within the maximum and minimum rates and fares for the time being in force on the Bombay, Baroda and Central India railway.

4. **Petlad-Cambay railway (Anand-Tarapur section)**—

(*a*) The Petlad-Cambay railway (Anand-Tarapur section) is worked under the following—

*Agreement of*—5th May 1890 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

*Contract of*—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

**Appendix 47.**
History of railways.

**APPEN**

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 9 (*a*) | **BOMBAY, BARODA AND CENTRAL INDIA SYSTEM**—*continued.* | | | | |
| | Brought forward . | ... | ... | ... | 824·26 |
| 9 (*g*) | RAJPUTANA-MALWA— (*3′ 3⅜″ gauge.*) | | | | |
| | RAJPUTANA SECTION— | | | | |
| | *Main line*— | | | | |
| | Jumna East bank to Agra Cantonment . . . | ... | 1-1-76 | ... | 3·07* |
| | Delhi to Rewári . . . . . | 1-3-70 | 14-2-73 | 51·25 | |
| | Rewári to Alwar . . . . . | 14-8-72 | 15-9-74 | 46·25 | |
| | Alwar to Bándikui . . . . . | | 7-12-74 | 37·75 | |
| | Bándikui to Dausa . . . . . | 20-10-71 | 20-4-74 | 17·75 | |
| | Dausa to Jaipur . . . . . | | 12-10-74 | 38·00 | |
| | Jaipur to Phulera . . . . . | | 1-3-75 | 34·25 | |
| | Phulera to Ajmer . . . . . | 9-4-73 | 1-1-75 | 49·75 | |
| | Ajmer to Beáwar . . . . . | 4-9-76 | 15-5-78 | 32·25 | |
| | Beáwar to Haripúr . . . . . | | 12-8-79 | 21·00 | |
| | Haripúr to Sojat Road . . . . . | | 20-10-80 | 20·50 | |
| | Sojat Road to Pálanpur . . . . . | | 1-1-81 | 148·00 | |
| | Pálanpur to Ahmedabad . . . . . | | 15-11-79 | 83·00 | |
| | | | | | 579·75 |
| | Total Main line . | ... | ... | ... | 582·82 |
| | *Branches on Rajputana section*— | | | | |
| | *Farukhnagar Salt branch*— . . . . . | 1-3-70 | 14-2-73 | 7·75 | |
| | *Agra branch*— | | | | |
| | Bándikui to Bhurtpore . . . . . | 20-10-71 | 24-4-74 | 60·50 | |
| | Bhurtpore to Agra Fort . . . . . | | 11-8-73 | 34·14 | |
| | Agra Fort to Jumna East bank . . . . | | 1-1-76 | 1·50 | |
| | | | | 96·14 | |
| | *Sámbhar Lake Salt branch* . . . . | 8-4-73 | 1-3-75 | 4·50 | |
| | *Japog extension* . . . . . | 14-7-75 | Oct. 76 | 4·50 | |
| | *Extension of Sambhar branch to Jhowra* . | 15-5-78 | 20-12-79 | 17·00 | |
| | *Kankaroola siding* . . . . . | ... | 15-2-81 | 1·25 | |
| | *Additional salt sidings in the Sambhar lake* . | ... | 1-9-91 | 5·02 | |
| | Total Branches . | ... | ... | ... | 136·16 |
| | TOTAL, RAJPUTANA SECTION . | ... | ... | ... | 718·98 |
| | Total, Rajputana Malwa, carried over . | ... | ... | ... | 718·98 |
| | Total, Bombay, Baroda and Central India Railway system carried over . . . . . | ... | ... | ... | 824·26 |

* These 3·07 miles are laid on both the 5′ 6″ and 3′ 3⅜″ gauges, except on the Jumna bridge where a mixed gauge is laid.

*on the 31st December 1901, alphabetically arranged.*

REMARKS.

4. **Petlad-Cambay railway (Anand-Tarapur section)**—*concld.*

(*b*) The general conditions are as follows :—

(i) *Government aid.*—The line is the property of the Baroda State.

(ii) *Currency of agreement.*—The agreement is current for a period of three years.

(iii) *Power to determine agreement.*—Either party may terminate the agreement at any time on giving one year's notice.

(iv) *Terms of working.*—The railway is debited with a share of the working expenses of the system excluding 2′ and 2′ 6″ gauge lines in proportion to the total earnings of the Petlád-Cambay and Gaekwar's Mehsána railways.

(v) *Rates and fares.*—To be fixed from time to time by the Company with the approval of His Highness' Government, and as far as possible to conform to those generally in force on the Bombay, Baroda and Central India railway.

5. **Petlad-Cambay railway (Tarapur-Cambay section).**—No agreement has as yet been executed for the working of this line.

6. **Nagda-Ujjain railway.**—

(*a*) The Nágdá-Ujjain railway is worked under the following :—

*Agreement of*—15th July 1896 (between His Highness the Maharaja of Scindia and the Bombay, Baroda and Central India Railway Company) for working.

*Contract of*—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

(*b*) The general conditions are as follows :—

(i) *Government aid.*—The line is the property of the Scindia State.

(ii) *Currency of agreement.*—
(iii) *Power to determine agreement.*— } The agreement may be terminated at any time after 15th July 1896, on one year's notice from either party expiring on the 30th June or 31st December in any year.

(iv) *Terms of working.*—The railway is debited with a share of the working expenses of the system, excluding 2′ and 2′ 6″ gauge lines, in proportion to the total earnings of the Nágdá-Ujjain railway.

(v) *Rates and fares.*—To conform to those generally in force on the Godhra-Rutlam-Nágdá railway.

7. **Godhra-Rutlam-Nagda railway**—

(*a*) The Godhra-Rutlam-Nágdá railway is worked under the following contracts :—

*Contracts of*—5th October 1893 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working the Godhra-Rutlam railway.

1st October 1897 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working the Rutlam-Nágdá railway.

1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

(For terms of contracts—see Rajputana-Malwa railway, paragraph 8 *et seq.*)

8. **Rajputana-Malwa railway**—

(*a*) The Rajputana-Malwa railway is worked under the following contracts :—

*Contracts of*—24th September 1884 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for maintaining and working the Rajputana-Malwa railway.

16th March 1888. Contract supplemental to that of 1884 for maintaining and working the Cawnpore-Achnera railway.

8th November 1889. Contract supplemental to that of 1884 for maintaining and working the Brindaban branch.

1st February 1901. Contract modifying that of 1884.

(*b*) The general conditions of the contracts are as follows :—

(i) *Government aid.*—The line is the property of the State.

(ii) *Currency of contract.*—The duration of the contract is up to the 31st December 1905.

(iii) *Power of company to surrender contract.*—Nil.

(iv) *Terms of working.*—The working expenses of the system, excluding 2′ and 2′ 6″ gauge lines, are pooled, and divided between the component parts of the system in proportion to the gross earnings of each. The net earnings thus arrived at of the Rajputana-Malwa, 3′3⅜″ gauge, and Godhra-Rutlam-Nágdá, 5′ 6″ gauge, railways, are paid in full to Government.

**Appendix 47.**
History of railways.

**APPEN**

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| 9 (*a*) | **BOMBAY, BARODA AND CENTRAL INDIA SYSTEM—*contd.*** | | | Miles. | Miles. |
| | Total Bombay, Baroda and Central India Railway system, Brought forward | ... | ... | ... | 824·26 |
| | Total Rajputana-Malwa, Brought forward | ... | ... | ... | 718·98 |
| 9 (*g*) | **Rajputana-Malwa—*contd.*** *(3′ 3⅜″ gauge.)* | | | | |
| | MALWA SECTION— | | | | |
| | *Main line—* | | | | |
| | Khandwa to Sanáwad | 8-1-72 | 1-2-74 | 34·25 | |
| | Sanáwad to Mortakka | | 1-4-74 | 3·50 | |
| | Mortakka to Choral | | 20-1-75 | 20·50 | |
| | Choral to Mhow | | 1-1-78 | 15·69 | |
| | Mhow to Indore | | 3-8-76 | 13·00 | |
| | Nerbudda bridge | | 5-10-76 | ... | |
| | Indore to Fatehabad | 29-10-73 | 3-8-76 | 25·23 | |
| | Fatehabad Junction to Rutlam | | 11-7-78 | 48·75 | |
| | Rutlam to Jaora | 5-10-77 | 25-2-80 | 20·50 | |
| | Jaora to Mandsaur | | 8-4-80 | 31·75 | |
| | Mandsaur to Neemuch | | 2-7-80 | 30·25 | |
| | Neemuch to Nimbahera | 30-4-79 | 10-3-81 | 16·40 | |
| | Nimbahera to Chítorgarh | | 19-3-81 | 17·65 | |
| | Chítorgarh to Nasirabad | | 1-12-81 | 100·65 | |
| | Nasirabad to Ajmer | 14-4-74 | 14-2-76 | 14·15 | |
| | Total Main line | ... | ... | | 392·27 |
| | *Branch on Malwa section—* | | | | |
| | *Ujjain branch—* | | | | |
| | Fatehabad to Ujjain | 29-10-73 | 3-8-76 | 12·00 | |
| | Ujjain branch extension across the Sipra river to Ujjain city | 6-12-82 | 1-3-84 | 2·88* | |
| | Total Branch | ... | ... | | 14·88 |
| | TOTAL, MALWA SECTION | ... | ... | ... | 407·15 |
| | CAWNPORE-ACHNERA SECTION— | | | | |
| | *Main line—* | | | | |
| | Cawnpore to Kanauj | 13-10-78 | 15-12-80 | 49·51 | |
| | Kanauj to Farukhabad | | 1-2-81 | 36·50 | |
| | Farukhabad to Kasganj | 13-7-82 | 14-4-84 | 67·00 | |
| | Kasganj to Hathras | | 1-7-84 | 34·00 | |
| | Hathras to Muttra | April 1874 | 19-10-75 | 29·00 | |
| | Jumna bridge | July 1882 | 1-7-84 | 1·00 | |
| | Muttra to Achnera | Feb. 1880 | 7-11-81 | 22·33 | |
| | Total Main line | ... | ... | | 239·34 |
| | *Branches on Cawnpore-Achnera section—* | | | | |
| | *Brahmavart branch.* | 18-3-84 | 10-11-85 | 5·00 | |
| | *Soron branch* | 16-3-83 | 4-1-85 | 9·00 | |
| | *Brindaban branch* | 4-5-88 | 26-8-89 | 7·32 | |
| | Total Branches | ... | ... | | 21·32 |
| | TOTAL, CAWNPORE-ACHNERA SECTION | | | | 260·66 |
| | REWARI-BHATINDA-FAZILKA SECTION— | | | | |
| | *Main line—* | | | | |
| | Rewari to Hissar | 13-9-81 | 20-3-83 | 89·00 | |
| | Hissar to Sirsa | 8-10-82 | 1-1-84 | 50·50 | |
| | Sirsa to Kot Kapura | | 1-10-84 | 72·07 | |
| | Kot Kapura to Fazilka | | 1-1-85 | 50·00 | |
| | TOTAL, REWARI-BHATINDA-FAZILKA SECTION | ... | ... | ... | †261·57 |
| | GRAND TOTAL, RAJPUTANA-MALWA | ... | ... | ... | 1,648·36 |
| | Carried over | ... | ... | ... | 2,472·62 |

* Includes 2·10 miles, 5′ 6″ gauge, from Sipra Junction to station opened in 1899.
† Includes 26·28 miles of mixed gauge between Kot Kapura and Bhatinda.

REMARKS.

**8. Rajputana-Malwa railway—*concld.***

(*b*) General conditions—*concld.*

(v) *Rates and fares.*—Maximum and minimum rates and fares have been fixed within which the Company are authorised to vary the rates.

(vi) *General remarks.*—The Maharaja Holkar lent the British Government one hundred lakhs of rupees at 4½ per cent. per annum for the construction of the Khandwa-Indore section, and is entitled to a moiety of surplus profits.

The Maharaja Sindia lent the British Government seventy-five lakhs of rupees at 4 per cent. per annum for the construction of the Indore-Neemuch section and the branch to Ujjain.

The Cawnpore-Achnera line was leased to the Bombay, Baroda and Central India Railway Company on the 1st October 1886, and is now treated as an integral part of the Rajputana-Malwa railway; but Government reserve the right to take back the line at any time.

The Rajputana-Malwa railway system has been worked by the Bombay, Baroda and Central India Railway Company from the 1st January 1885.

**9. Ahmedabad-Parantij railway—**

(*a*) The Ahmedabad-Parantij railway is worked under the following contracts :—

*Contracts of*—13th March 1896 (between the Secretary of State and the Ahmedabad-Parantij Railway Company) for construction.

4th June 1896 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working.

1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

(*b*) The general conditions of the contracts are as follows :—

(i) *Government aid.*—A rebate is allowed up to 10 per cent. of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Ahmedabad-Parantij railway so as to make up an amount equal to interest for the year at the rate of 4 per cent. per annum on the actual capital expenditure, *plus* Rs. 5,000 per annum towards the Company's office expenses and expenses of management. Land has also been provided free.

(ii) *Currency of contract.*—Government may, by giving 12 months' notice, determine the contract on the 31st December 1917 or at the end of any subsequent period of ten years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, but not exceeding by more than 20 per cent. the total capital expenditure of the Company, nor being less than such capital expenditure, or on the 31st December 1946, paying the Company in rupees an amount equal to the total capital expenditure.

(iii) *Power of Company to surrender contract.*—Nil.

(iv) *Terms of working.*—The railway is debited with a share of the working expenses of the system, excluding the 2′ and 2′ 6″ gauge lines, proportionate to its total earnings, but not exceeding 44 per cent. of its gross earnings for the year. The net earnings thus arrived at are payable to the Ahmedabad-Parantij Railway Company.

(v) *Rates and fares.*—To be arranged from time to time between the Government and the working agency within the maximum and minimum rates and fares in force on the Rajputana-Malwa railway.

**10. Palanpur-Deesa railway—**

(*a*) The Palanpur-Deesa railway is worked under—

*Terms*—contained in letter No. 44 Ry., dated the 30th March 1892, from the Government of India to the Secretary of State, and letter No. 62 Ry., dated 23rd June 1892, from the Secretary of State to the Government of India.

*Contract of*—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

(*b*) The general conditions of the terms are as follows :—

(i) *Government aid.*—The line is owned jointly by Government and the Palanpur Durbar.

(ii) *Currency of contract.*—The contract is co-terminus with the Company's contract for working the Rajputana-Malwa railway. In the event of the line being extended, Government can terminate the contract on giving the Company six months' notice.

**Appendix 47.**
History of railways.

**APPEN**

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 9 (*a*) | BOMBAY, BARODA AND CENTRAL INDIA SYSTEM—*contd.* | | | | |
| | Brought forward . | ... | ... | ... | 2,472·62 |
| 9 (*g*) | RAJPUTANA-MALWA—*concld.* | | | | |
| | DOUBLE LINE, RAJPUTANA SECTION. | | | | |
| | Agra fort to Agra Cantonment . . . . . | ... | 11-8-73 | 1·14 | |
| | Total Double line . | ... | ... | 1·14 | |
| 9 (*i*) | AHMEDABAD PARANTIJ— (*3′ 3⅜″ gauge.*) | | | | |
| | Ahmedabad to Talod . . . . . | January 1896. | 1-5-97 | 32·82 | |
| | Talod to Parantij . . . . . | | 2-7-97 | 7·83 | |
| | Parantij to Idar-Ahmednagar . . . . . | | 23-10-97 | 14·05 | |
| | TOTAL, AHMEDABAD-PARANTIJ . | ... | ... | ... | 54·70 |
| 9 (*j*) | PALANPUR-DEESA— (*3′ 3⅜″ gauge.*) | | | | |
| | Pálanpur to Deesa . . . . . | 20-3-92 | 8-11-93 | 17·28 | |
| | TOTAL, PALANPUR-DEESA . | ... | ... | ... | 17·28 |
| 9 (*h*) | GAEKWAR'S MEHSANA— (*3′ 3⅜″ gauge.*) | | | | |
| | Mehsána to Vadnagar . . . . . | ... | 21-3-87 | 20·73 | |
| | Vadnagar to Kheralu . . . . . | ... | 12-12-88 | 7·00 | |
| | Viramgám to Mehsána . . . . . | ... | 1-2-91 | 40·21 | |
| | Mehsána to Pátan . . . . . | ... | 20-7-91 | 24·69 | |
| | TOTAL, GAEKWAR'S MEHSANA . | ... | ... | ... | 92·63 |
| 9 (*k*) | GAEKWAR'S DABHOI— (*2′ 6″ gauge.*) | | | | |
| | Miyágám to Dabhoi . . . . . | 21-3-72 | 8-4-73 | 20·00 | |
| | Dabhoi to Chándod . . . . . | 27-11-77 | 15-4-79 | 10·62 | |
| | Dabhoi to Báhádarpur . . . . . | | 17-9-79 | 9·64 | |
| | Dabhoi to Goya Gate . . . . . | 29-1-79 | 1-7-80 | 17·00 | |
| | Goya Gate to Vishvámitri . . . . . | | 24-1-81 | 1·63 | |
| | Báhádarpur to Bodeli . . . . . | Sept. 1888 | 16-6-90 | 12·77 | |
| | Vishvámitri to Padra . . . . . | 28-8-95 | 1-7-97 | 7·14 | |
| | TOTAL, GAEKWAR'S DABHOI . | ... | ... | ... | 78·80 |
| | Carried over . | ... | ... | ... | 2,716·03 |

*on the 31st December 1901, alphabetically arranged.*

REMARKS.

**10. Palampur-Deesa railway—*concld.***

(*b*) General conditions—*concld.*

(iii) *Power of Company to surrender contract.*—Nil.

(iv) *Terms of working.*—The railway is debited with a share of the working expenses of the system, excluding the 2′ and 2′ 6″ gauge lines, in proportion to the total earnings of the Palanpur-Deesa railway, the net earnings thus arrived at in any half-year being divided between Government and the Palanpur Durbar in proportion to the capital provided by each, after excluding from the Government capital the sum of Rs. 25,117 for extra expenditure in providing a 5′ 6″ gauge substructure.

(v) *Rates and fares.*—Same as on the Rajputana-Malwa railway.

**11. Gaekwar's Mehsana railway—**

(*a*) The Gaekwar's Mehsana railway is the property of the Baroda State and is worked under the following:—

*Agreement of*—1st July 1891 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

*Contract of*—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

NOTE.—See Petlad-Cambay railway (Anand-Tarapur section), paragraph 4 *ante*. The terms of working are the same for both railways.

**12. Gaekwar's Dabhoi railway—**

(*a*) The Gaekwar's Dabhoi railway is worked under—

*Agreement of*—1st January 1897 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

(*b*) The general conditions of the agreement are as follows:—

(i) *Government aid.*—The line is the property of the Baroda State.

(ii) *Currency of agreement.*—The agreement may be terminated at any time on one year's notice from either side to expire on the 30th of June or 31st of December.

(iii) *Terms of working.*—The Company work the railway at actual cost, *plus* 12½ per cent. on total working expenses (but not less than Rs. 500 per mensem or more than Rs. 800 per mensem, in a half-year) for superintendence.

(iv) *Rates and fares.*—The rates and fares are fixed from time to time by the Company with the approval of His Highness' Government; and as far as possible must conform generally to those in force on the Bombay, Baroda and Central India railway.

**13. Rajpipla railway—**

(*a*) The Rajpipla railway is worked under—

*Agreement of*—19th March 1900 between the Rajpipla State and the Bombay, Baroda and Central India Railway Company.

(*b*) The general conditions of the agreement are as follows:—

(i) *Government aid.*—The line is the property of the Rajpipla State.

(ii) *Currency of agreement.*—The agreement may be terminated by either party on the expiration of three years or at the end of any calendar half-year thereafter, on one year's notice from either side.

(iii) *Terms of working.*—The Rajpipla State is debited with the actual cost of working; and in addition one per cent. on the net earnings of the Rajpipla railway as contribution to the Provident Fund; and 12½ per cent. on total working expenses (but not less than Rs. 300 per mensem or more than Rs. 800 per mensem) for superintendence.

(iv) *Rates and fares.*—To be fixed from time to time by the Company with the approval of the Rajpipla State; and to conform to those generally in force on the Bombay, Baroda and Central India railway.

**14. Jaipur (Siwai-Madhopur) railway—**
**15. Vijapur-Kalol-Kadi railway—**
**16. Ahmedabad-Dholka railway—**
} The agreements for working these lines have not as yet been executed.

**17. General remarks.**—The following sections of the Bombay, Baroda and Central India railway are worked over by other lines:—0·24 mile at Ujjain by the Indian Midland railway, and 7·25 miles from Dadar Junction to Colába by the Great Indian Peninsula railway. The length from Dadar Junction to Carnac bridge, 4·39 miles of the Great Indian Peninsula railway is worked over by the Bombay, Baroda and Central India railway.

The following sections of the Rajputana-Malwa railway are worked over by foreign lines—1·00 mile from Agra East Bank to Agra Fort by the East Indian railway; and 2·89 miles at Agra by the Indian Midland railway.

Appendix 47.
History of railways.

APPEN

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 9 (*a*) | BOMBAY, BARODA AND CENTRAL INDIA SYSTEM—*continued.* | | | | |
| | Brought forward . | ... | ... | ... | 2,716·03 |
| 9 (*l*) | RAJPIPLA—<br>(*2′ 6″ gauge.*) | | | | |
| | Anklesvar to Raj-Párdi . . . . . | Oct. 1894 | 1-7-97 | 19·03 | |
| | Raj-Párdi to Umalla . . . . . | Feb. 1898 | 19-1-99 | 4·95 | |
| | Umalla to Amletha . . . . . | | 1-6-99 | 7·85 | |
| | Amletha to Nandod . . . . . | | 20-7-99 | 5·54 | |
| | TOTAL, RAJPIPLA . | ... | ... | ... | 37·37 |
| | TOTAL OPEN MILEAGE, BOMBAY, BARODA AND CENTRAL INDIA SYSTEM . . . . . | ... | ... | ... | 2,753·40 |
| | *Lines under construction or sanctioned for construction—* | | | | |
| 9 (*m*) | JAIPUR (SIWAI-MADHOPUR)—<br>(*3′ 3⅜″ gauge.*) | | | | |
| | Sanganer to Siwai-Madhopur in the Jaipur State . . | 2-12-97 | ... | 72·85 | |
| | TOTAL, JAIPUR . | ... | ... | | 72·85 |
| 9 (*n*) | VIJAPUR-KALOL-KADI—<br>(*3′ 3⅜″ gauge.*) | | | | |
| | Vijapur to Kalol . . . . . | 23-5-99 | ... | 29·60 | |
| | Kalol to Kadi . . . . . | 29-3-1901 | ... | 12·20 | |
| | TOTAL, VIJAPUR-KALOL-KADI . | ... | ... | | 41·80 |
| 9 (*o*) | AHMEDABAD-DHOLKA—<br>(*3′ 3⅜″ gauge.*) | | | | |
| | Ahmedabad to Dholka . . . . . | ... | ... | 33·46 | |
| | TOTAL, AHMEDABAD-DHOLKA . | ... | ... | | 33·46 |
| | Total Lines under construction . | ... | ... | ... | 148·11 |
| | GRAND TOTAL, BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM . . . . . | ... | ... | ... | 2,901·51 |

**DIX 47.—*continued.***



*on the 31st December 1901, alphabetically arranged.*

REMARKS.

18. **Details of construction—**

(*a*) *Permanent-way.*—

*Bombay, Baroda and Central India railway.*—The main line is chiefly laid with double-headed steel rails, weighing 69lb. to the yard, except on the Viramgam-Wadhwán section, which is laid with 60lb. iron rails on cast-iron pot sleepers. On the southern part of the line (Bombay to Broach) the rails are laid on creosoted pine sleepers. On the double line from Virár to Dahanu, Amroli to Anklesvar and Broach to Miyagam, 82lb. bull-headed steel rails are laid on creosoted pine sleepers and four-holed chairs. On the double line from Dahanu to Daman Road and from Miyagam to Itola 82lb. bull-headed steel rails are laid on cast-iron pot sleepers. On the double line, Itola to Baroda, 69lb. double-headed steel rails are laid on cast-iron pot sleepers. The rails on the Pátri branch are flat-footed, weighing 48lb. to the yard, and are laid on creosoted pine sleepers but are being renewed annually with 50lb. steel rails. The rails on the Godhra branch are 61lb. and 69lb. steel, laid, with a few trifling exceptions, on iron pot sleepers.

*Tápti Valley railway.*—The permanent-way consists of 70 lb. flat-footed rails laid on creosoted pine and teak sleepers.

*Petlad-Cambay railway.*— The permanent-way consists of 66¼lb. flat-footed steel rails and creosoted pine sleepers.

*Nágdá-Ujjain railway.*—The permanent-way consists of 75lb. flat-footed steel rails, with 5 bolt hole fish-plates, laid on cast-iron pot sleepers, Indian Midland railway pattern.

*Godhra-Rutlam-Nágdá railway.*—The rails are flat-footed, steel, 75lb. to the yard, laid on steel trough deodar and creosoted pine sleepers.

*Rajputana-Malwa railway.*—The rails originally used were 36lb. and 40lb. to the yard laid on transverse deodar and creosoted pine sleepers. The 36lb. iron rails have nearly all been replaced by 41¼lb. steel rails which in future renewals will be replaced by 50lb. rails. The creosoted half-round pine sleepers with which the road was first laid are being replaced by deodar sleepers. The Cawnpore-Farukhabad section is laid with iron rails 40lb. to the yard. The line from Farukhabad to Achnera is laid with steel rails, 41¼lb. to the yard, on transverse sleepers of deodar. On the Rewari-Bhatinda-Fazilka line, the rails are mainly of steel, 41¼lb. to the yard, laid on deodar and Denham-Olphert's pot sleepers.

*Ahmedabad-Parántij railway.*—The line is laid with 41¼lb. flat-footed steel rails on transverse deodar and creosoted pine sleepers.

*Palanpur-Deesa railway.*—The rails are iron, 40lb. to the yard, laid on Denham-Olpherts' cast-iron sleepers or on steel dish cover sleepers taken from the main line.

*Gaekwar's Mehsána railway.*—The length from Mehsána to Kherálu is laid with steel rails, 41¼ lb. to the yard, on transverse steel trough sleepers. The remainder of the line is laid with iron and steel rails, 40lb. and 41¼lb. to the yard, on deodar sleepers, except a mile on the Mehsána-Viramgám section, which is laid with steel trough sleepers.

*Gaekwar's Dabhoi railway.*—The line was originally laid with iron rails weighing 30lb. to the yard for 20 miles, and with steel rails weighing 30lb. and 31lb. to the yard for 39·25 miles and 12·50 miles, respectively, on wooden sleepers. The renewals are being made with 31lb. steel rails. The Vishvámitri-Padra section is laid with 31lb. steel rails and wooden sleepers.

*Rajpipla railway.*—The line is laid with 41¼lb. iron rails on half round jungle teak sleepers.

(*b*) *Ballast.*—The whole system is ballasted throughout with stone, gravel or sand.

(*c*) *Tunnels.*—The following are the tunnels of 500 feet length and over:—Tunnel between Bagrangarh and Amargar, 765 feet; and Mhow ghat No. 4, between Patalpani and Kalakand, 622·75 feet. There are three other tunnels varying from 285·50 feet to 365·50 feet in length, aggregating 994 feet on the Sone ghats.

(*d*) *Bridges.*—The following are the important bridges of 1,000 feet and over:—South and North Bassein (between Bháyndra and Umeyla), 69 spans of 60 feet, and 25 spans of 60 feet, respectively; South and North Viluma (between Virar and Sophala), 20 spans of 60 feet and 23 spans of 60 feet, respectively; Tápti (between Surat and Amroli), 30 spans of 60 feet; Nerbudda (between Anklesvar and Broach), 25 spans of 183·50 feet; Mhye (between Bajuva and Vásad), 27 spans of 60 feet. Sabarmati (between Ahmedabad and Sabarmati), 1 span of 67 feet, 20 spans of 60 feet and 1 span of 52·41 feet; and Mhye (between Sevalia and Timba Road), 64 spans of 30 feet; Mahi (between Bhairon ghar and Raoti), 6 spans of 150 feet and 2 spans of 100 feet; Chambal, near Nagda, 10 spans of 100 feet; Jumna (between Agra Fort and Agra Junction), 16 spans of 133 feet and 6 spans of 23 feet; Jumna (between Muttra Cantonment and Raya), 7 spans of 150 feet; Nerbudda (between Mortakka and Barwaha), 14 spans of 183 feet; and Siew (between Mandsaur and Dalauda), 11 spans of 30 feet.

*P. T. O.*

**Appendix 47.**
History of railways.

**APPEN**

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| 9(*a*) | **BOMBAY, BARODA AND CENTRAL INDIA SYSTEM**—*concld.* | | | | |
| 2 (*c*) | **BRAHMAPUTRA-SULTANPUR**—<br>(*See* Eastern Bengal system.) | | | | |

*on the 31st December 1901, alphabetically arranged.*

| | REMARKS. |
|---|---|
| 18. Details of construction—*concluded.* | |
| (*e*) *Fencing.*— | |
| | *Bombay, Baroda and Central India railway.*—The main line is wholly fenced. As far as Ahmedabad it is all wire fence, except some 2 miles of cactus. From Ahmedabad to Wadhwan there are 32½ miles of cactus and 47½ miles of wire. The Godhra branch is fenced partly with cactus (2¼ miles) and partly with wire (46¾ miles). The Patri branch is unfenced. |
| | *Tápti Valley railway.*—The line is not fenced, except round station yards. |
| | *Petlad-Cambay railway (Anand-Tarapur section).*—The whole of the Anánd-Petlad section is fenced with cactus. |
| | *Petlad-Cambay railway (Tarapur-Cambay section).*—The line has not been fenced, except round station yards. |
| | *Nágdá-Ujjain railway.*—The line has not been fenced, except round station yards. |
| | *Godhra-Rutlam-Nágdá railway.*—The line is fenced with wire from mile 0 to mile 35 and then in different sections, making an aggregate of 76½ miles. The rest of the line is unfenced. |
| | *Rajputana-Malwa railway.*—The total length of line fenced on the Rajputana section is 658 miles, or three-fourths of the whole section. The Malwa section is generally unfenced, except on the ghats between Mhow and Kalakund and at stations. The Cawnpore-Achnera section is partially fenced, and the fencing is chiefly confined to one side of the line between Cawnpore and Farukhabad and between Hathras City and Muttra Cantonment. There are a few miles of double fencing at stations. The Rewari-Bhatinda-Fazilka section is fenced for about 110 miles of the main line and at stations. |
| | *Ahmedabad-Parántij railway.*—Fenced only in station yards. |
| | *Palanpur-Deesa railway.*—The entire length, with the exception of a little wire fencing at mile 2, is fenced with cactus. |
| | *Gaekwar's Mehsána railway.*—The whole line was originally fenced with cactus; but this has in several places been entirely destroyed by floods and locusts, and what remains is much broken up. |
| | *Gaekwar's Dabhoi railway.*—There is no fencing, except what has been put up by the villagers themselves. |
| | *Rajpipla railway.*—There is no fencing, except in the station yards. |
| (*f*) *Curves*— | |
| | 5′ 6″ *gauge sections.*—There are no curves under a radius of 1,000 feet. |
| | 3′ 3⅜″ *and narrower gauge sections, excluding Gaekwar's Dabhoi railway.*—There are no curves under a radius of 1,000 feet. |
| | *Gaekwar's Dabhoi railway.*—There are no curves under a radius of 500 feet. |
| (*g*) *Gradients.*—Of a total open mileage of 2,753·40 miles on the system, 3·40 miles are on a gradient of 1 in 50, or steeper. | |

Appendix 47.
History of railways.

APPEN

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 36 (*a*) | **BUKHTIARPUR-BIHAR LIGHT—** (*2' 6" gauge.*) | | | | |
| | Bukhtiarpur on the East Indian railway to Bihar . . . | ... | ... | 18·75 | |
| | TOTAL, BUKHTIARPUR-BIHAR . | ... | ... | ... | 18·75 |

*on the 31st December 1901, alphabetically arranged.*

| REMARKS. |
|---|
| **1. Bukhtiarpur-Bihar Light railway.—** |
| (*a*) The Bukhtiarpur-Bihar Light railway is being constructed and will be worked on the terms in Bengal Government Notification No. 100 R., dated the 25th June 1901, under the following agreement:— |
| *Agreement.*—(Between the District Board of Patna and the Bukhtiarpur-Bihar Light Railway Company). |
| (*b*) The general conditions are as follows:— |
| (i) *Government aid.*—In addition to land which has been provided free of charge, except for station sites and diversions from the district road, the District Board supplements the net earnings, subject to a maximum limit of Rs. 32,000 per annum, to allow of the Company paying a dividend of 4 per cent. per annum on the Company's share capital of Rs. 8,00,000. |
| (ii) *Currency of contract.*—In the event of the District Board exercising the right of purchase under section 41 of the Bengal Act, III of 1883, *viz.*, upon the expiration of twenty-one years from the date of the order of the Local Government authorising the construction of the line by giving six months' notice, or at intervals of seven years thereafter, the value to be calculated at twenty years' purchase of the average net profits to the Company during the four years preceding the transactions, together with a bonus of 20 per cent. thereon. |
| (iii) *Terms of working.*—Any surplus profits in excess of four per cent. on share capital, *plus* not more than 4 per cent. on debenture capital, will be equally divided between the District Board and the Company. |
| (iv) *Rates and fares.*—Certain maxima have been fixed within which the Company is permitted to vary its rates. |
| (v) *General remarks.*—The line is to be laid as far as possible on the District road. |
| **2. Details of construction—** |
| (*a*) *Permanent-way.*—30 lb. steel rails, Vignole's pattern, on cross sleepers of pyinkado. |
| (*b*) *Ballast.*—The line will be ballasted throughout. |
| (*c*) *Fencing.*—The line will not be fenced. |

**Appendix 47.**
History of railways.



*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 24 (*a*) | **BURMA—** (*3′ 3⅜″ gauge.*) | | | | |
| | IRRAWADDY SECTION— | | | | |
| | Rangoon to Prome | 25-9-74 | 2-5-77 | 161·00 | |
| | TOTAL, IRRAWADDY SECTION | ... | ... | ... | 161·00 |
| | SITTANG SECTION— | | | | |
| | *Main line—* | | | | |
| | Rangoon to Pegu | 23-5-81 | 4-2-84 | 46·25 | |
| | Pegu to Pyuntaza | | 4-2-84 | 41·75 | |
| | Pyuntaza to Nyaunglebin | | 4-2-84 | 5·00 | |
| | Nyaunglebin to Toungoo | | 1-7-85 | 73·00 | |
| | Total Main line | ... | ... | ... | 166·00 |
| | *Branches—* | | | | |
| | Suburban lines | 25-9-74 | 1-3-80 | 6·00 | |
| | | | 15-7-90 | 3·00 | |
| | Total Branches | ... | ... | ... | 9·00 |
| | TOTAL, SITTANG SECTION | ... | ... | ... | 175·00 |
| | MANDALAY SECTION— | | | | |
| | *Main line—* | | | | |
| | Toungoo to Thawutti | October 1886. | 1-5-88 | 44·00 | |
| | Thawutti to Pyinmana | | 1-5-88 | 15·00 | |
| | Pyinmana to Yamethin | | 15-11-88 | 49·00 | |
| | Yamethin to Mandalay | | 1-3-89 | 112·00 | |
| | Total Main line | ... | ... | ... | 220·00 |
| | *Branches—* | | | | |
| | *Meiktila branch—* | | | | |
| | Thazi to Meiktila Cantonment | 1-1-92 | 10-5-93 | 12·89 | |
| | Meiktila to Myingyan | Sept. 1898 | 15-11-99 | 57·21 | |
| | *Mandalay Shore Branch—* | | | 70·10 | |
| | Mandalay to Mandalay shore | ... | April 1889 | 2·50 | |
| | Total Branches | ... | ... | ... | 72·60 |
| | TOTAL, MANDALAY SECTION | ... | ... | ... | 292·60 |
| | MU VALLEY SECTION— | | | | |
| | *Main line—* | | | | |
| | Sagaing to Shwebo | Sagaing to Kawlin 17-10-89 Kawlin to Nankan in Feb. and March 1891. | 1-7-91 | 53·05 | |
| | Shwebo to Wuntho | | 4-4-92 | 99·46 | |
| | Wuntho to Nankan | | 1-11-94 | 15·46 | |
| | Nankan to Mohnyin | Sept. 1892 | 21-10-95 | 74·35 | |
| | Mohnyin to Mogaung | | 1-3-96 | 52·34 | |
| | Mogaung to Myitkyina | Dec. 1895 | 1-1-98 | 36·63 | |
| | Total Main line | ... | ... | ... | 331·29 |
| | | | | | 331·29 |
| | Carried over | ... | ... | ... | 628·60 |

*on the 31st December 1901, alphabetically arranged.*

REMARKS.

1. **Burma railways—**

(*a*) The Burma railways are worked under the following contract—

*Contract of*—9th March 1897 (between the Secretary of State and the Burma Railways Company) for transfer and management.

(*b*) The general conditions of the contract are as follows:—

(i) *Government aid.*—Interest is guaranteed at 2½ per cent. on the Company's share capital. Land was also provided free of charge.

(ii) *Currency of contract.*—Government may determine the contract, after giving six months' notice, if the Company fail to perform their obligations, or if the undertaking be, in the opinion of the Secretary of State, in course of gross mismanagement by the Company, or if it be worked at a loss for three consecutive half-years. Government may also determine the contract, on the 31st December 1921, or at the end of any succeeding tenth year, by giving twelve months' previous notice. On the determination of the contract from any cause, the Secretary of State is to repay to the Company in sterling at par the capital raised by the latter.

(iii) *Power of Company to surrender contract.*—Nil.

(iv) *Terms of working.*—The net receipts in each half-year are to be applied in payment to Government of—

The equivalent of the interest paid for the half-year on any debentures issued by the Company;

The equivalent of the guaranteed interest at 2½ per cent. per annum on the Company's capital of £2,000,000, and of the interest payable on any additional share capital raised by the Company;

The equivalent of interest at 2½ per cent. per annum on the sterling equivalent of the capital expenditure by Government on the railways up to the date of the transfer, and of interest on any additional moneys supplied by Government;

Any surplus, in a year ending on the 30th June, to be divided between Government and the Company, in the proportion of four-fifths to the former and one-fifth to the latter, the Company's share for any year up to the 30th June 1901 being reduced by the amount of the additional interest at ¼ per cent. paid by the Government in respect of the same year.

(v) *Rates and fares.*—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

(vi) *General remarks.*—The Burma Railway Company was formed in 1896 for the purpose of taking over the working of the then existing system of State railways (3′ 3⅜″ gauge) in Burma and extending it by the construction of other lines, particularly one from Mandalay to Kunlong. The railways taken over by the Company from the Government on the 1st September 1896 comprised the following lines:—Rangoon to Prome on the Irrawaddy river; Rangoon to Mandalay, and thence to the bank of the Irrawaddy, opposite Sagaing; and Sagaing to Mogaung, with an extension to Myitkyina, and a branch to Katha, whence there is communication by river with Bhamo.

2. **Details of construction—**

(*a*) *Permanent-way.*—The Irrawaddy line is laid with steel rails, 50lb. to the yard, for a double track from Rangoon to Insein (9 miles), the remaining 152 miles being laid for a single track with 50lb. steel rails for 103 miles, 41¼lb. steel for 29 miles, and 40lb. iron for 20 miles. The Sittang line is laid with steel rails, 50lb. to the yard, from Pazundaung to Deiku (81 miles), the remaining 85 miles being laid with rails, 41¼lb. to the yard. The Mandalay line consists of 50lb. flat-footed steel rails, with deep web fish-plates of Bessemer steel. The Thazi-Myingyan branch consists of steel rails, 41¼ and 50lb. to the yard. The Mu Valley line consists of 41¼lb. flat-footed steel rails, with the exception of the Alon branch, where the rails are mostly 50 lb. The Mandalay-Kunlong line is laid with 50lb. steel rails. The Bassein-Henzada-Letpadan branch will be laid with steel rails, 50lb. to the yard. The sleepers throughout are generally of teak, pyinma and pyinkado.

(*b*) *Ballast.*—The ballast is either shingle or broken stone.

(*c*) *Tunnels.*—On the Mandalay-Kunlong section, there are two tunnels at the Gokteik Gorge, *viz.*, No. 1 tunnel, 345 feet, and coverings in the approach 60 and No. 2 tunnel, 490 feet.

**Appendix 47.**
History of railways.



*History of railways constructed and in progress*

| Class : No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 24(*a*) | **BURMA**—*concld.*— | | | | |
| | (*3′ 3⅜″ gauge.*) | | | | |
| | Brought forward . . | ... | ... | ... | 628·60 |
| | MU VALLEY SECTION—*concld.* | | | | 331·29 |
| | *Branches*— | | | | |
| | Sagaing to Alon . . . . . | Sept. 1898 | 15-4-00 | 70·46 | |
| | *Myohaung branch*— | | | | |
| | Myohaung to Amarapura shore . . . . | 17-10-89 | 22-11-91 | 6·00 | |
| | *Katha branch*— | | | | |
| | Naba to Katha . . . . . | ... | 2-10-95 | 14·45 | |
| | Total Branches . | ... | ... | | 90·91 |
| | TOTAL, MU VALLEY SECTION . | ... | ... | ... | 422·20 |
| | MANDALAY-KUNLONG SECTION— | | | | |
| | Myohaung to Sédaw . . . . . | Oct. 1895 | 1-1-98 | 13·00 | |
| | Sédaw to Maymyo . . . . . | | 1-4-00 | 26·10 | |
| | Maymyo to Nawnghkio . . . . . | | 20-5-00 | 34·10 | |
| | Nawnghkio to Hsipaw . . . . . | | 1-6-01 | 53·25 | |
| | TOTAL OPEN MILEAGE, MANDALAY-KUNLONG SECTION . | ... | ... | ... | 126·45 |
| | TOTAL OPEN MILEAGE, BURMA . | ... | ... | ... | 1,177·25 |
| | *Lines under construction or sanctioned for construction*— | | | | |
| | MANDALAY-KUNLONG SECTION— | | | | |
| | Hsipaw to Lashio . . . . . | 16-10-95 | 1-10-02* | 50·30 | |
| | BASSEIN-HENZADA-LETPADAN— | | | | |
| | Letpadan (on Irrawaddy line) to Tharrawá on the east bank of the Irrawaddy river, thence through Henzada (on the west bank of the Irrawaddy) to the town of Bassein . . . . . | 7-9-99 | Letpadan to Tharrawá 1-4-1902* remainder 1-11-1902.* | 114·40 | |
| | Total Lines under construction . | ... | ... | | 164·70 |
| | DOUBLE LINE—MAIN LINE AND BRANCHES— | | | | |
| | Rangoon to Kemmendine . . . . . | ... | 30-10-89 | 3·54 | |
| | Kemmendine to Insein . . . . . | ... | 10-1-90 | 5·50 | |
| | Myohaung to Mandalay . . . . . | ... | 3-10-99 | 2·45 | |
| | Nahakaung to Naba . . . . . | ... | 11-6-97 | 0·55 | |
| | Total Double line . | ... | ... | 12·04 | |
| | GRAND TOTAL, BURMA . | ... | ... | ... | 1,341·95 |

* Probable dates of opening.

**DIX 47—*continued.***

*on the 31st December 1901, alphabetically arranged.*

| REMARKS. |
|---|
| 2. Details of construction—*concluded.*<br>(*d*) *Bridges.*—On the Mandalay-Kunlong section, there is a long high viaduct at the Gokteik Gorge which consists of 10 spans of 120 feet, 5 spans of 60 feet, and 2 spans of 55 feet, supported on piers formed of steel trestles in pairs 40 feet apart. The total length of the viaduct is 2,260 feet and the greatest height of rail level above ground 325 feet.<br>(*e*) *Fencing.*—The line from Prome to Mandalay is fenced. The Mu Valley line is generally unfenced, except at a few stations. On the Mandalay-Kunlong section the line is not fenced.<br>(*f*) *Curves.*—On the Mu Valley line there are in all 13 curves of a radius of 573 feet, the sharpest on the line; four on the Katha branch between miles 212 and 213·8, the total length being 1,568 feet, and 9 on the main line between miles 171 to 235 on the Nankhan-Mohyin section, 3,790 feet long.<br>(*g*) *Gradients.*—Of a total open mileage of 1,177·25 miles, 9·81 miles are on the ruling gradient of 1 in 25 and 65·47 miles on a gradient of 1 in 100, or steeper. |

**Appendix 47.**
History of railways.

**APPEN**

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| 5 (*a*) | **CALCUTTA PORT COMMISSIONERS'—** (*5′ 6″ gauge*). | | | Miles. | Miles. |
| | *Main line—* | | | | |
| | Bagbazar to Cossipore | ... | 1-6-78 | 1·14 | |
| | Bagbazar to Meerbohur Ghât | ... | 1-11-75 | 1·76 | |
| | Meerbohur Ghât to Jetties | ... | 1-6-78 | 0·84 | |
| | Jetties to Chandpal Ghât | ... | 1-12-80 | 0·32 | |
| | Chandpal Ghât to Kidderpore Docks | ... | 1-1-87 | 2·16 | |
| | Total Main line | ... | ... | ... | 6·22 |
| | *Shalimar branch—* | | | | |
| | Telkul Ghât Road *viâ* Bhurpara Khal to Shalimar | ... | 31-12-01 | 1·43 | |
| | Total Branch | ... | ... | ... | 1·43 |
| | TOTAL, CALCUTTA PORT COMMISSIONERS' | ... | ... | ... | 7·65 |
| 6 (*c*) | **CAWNPORE-BURHWAL—** (*3′ 3⅜″ gauge link*). (*See* Oudh and Rohilkhand system). | | | | |
| 2 (*e*) | **COOCH BEHAR—** (*See* Eastern Bengal system). | | | | |

**DIX 47—*continued.***



*on the 31st December 1901, alphabetically arranged.*

REMARKS.

**1. Calcutta Port Commissioners' railway—**

(*a*) The Calcutta Port Commissioners' railway was constructed by the Port Commissioners out of Port Trust Funds and is worked by them.

(i) *General remarks.*—The land from Chandpal Ghât to Ahiritollah Ghât was originally transferred to the Commissioners under a deed of conveyance by Government, and for this land the Commissioners pay to Government a quit rent of Rs. 40,000 per annum. The land north of Ahiritollah Ghât was acquired by the Commissioners under the Land Acquisition Act and that south of Chandpal Ghât was transferred to the Commissioners by Government.

The railway is of a single track, but there are a large number of sidings for crossing trains and loading goods. The portion from Cossipore to Chandpal Ghât is laid along the east side of the foreshore road, and junctions are effected at Chitpore and Bagbazar with the Eastern Bengal State railway and the Municipal railway, respectively. It serves the godowns, warehouses, and mills along the foreshore road, and also the jetties, and is used for goods traffic only. There is a bridge over the Circular canal, the platform (carrying the rails) of which is constructed to lift and lower, to enable boats to pass when necessary. From Chandpal Ghât to Kidderpore Docks, a line with sidings was at first laid in 1886, being included in the general sanction for the Docks, and was used solely for the carriage of material for the construction of the Docks. There is a bridge over the Tolly's Nullah similar to the one erected over the Circular canal. A portion of the main line in this section, measuring 1·49 miles, was doubled in 1898 by laying 1,800 feet new line and linking up the old sidings along the line at Fort Point from Baboo Ghât viaduct to Hastings Lift bridge. The Shalimar branch is laid on the west side of the Howrah foreshore road, and junction is effected with the East Indian railway on the north face of the overbridge across the ditch on the north of Telkul Ghât Road. It serves the workshops of Messrs. Burn and Company, the chowl golahs at Ramkristopore, the timber yard, flour and jute mills on the Howrah foreshore, as well as the several coal depôts at Shalimar, and is used for goods traffic only. The portion of the line from Jagut Banerjee's Ghât level crossing to Bhurpara Khal, 0·88 mile, was taken up in 1900, after the old coal depôt was sold to the Bengal-Nagpur railway.

**2. Details of construction—**

(*a*) *Permanent-way.*—The Cossipore-Chandpal Ghât section is laid partly with iron and partly with steel rails, weighing 60 lb. to the yard, on Maclellan's patent sleepers and sâl sleepers. The Chandpal Ghât-Kidderpore Docks section is laid partly with new rails on Maclellan's embossed and partly with East Indian railway second-hand material on transverse wooden sleepers. The Shalimar branch is laid with 75 lb. double-headed steel rails on cast-iron ordinary chairs spiked on sâl-sleepers.

(*b*) *Ballast.*—On the Cossipore-Chandpal Ghât section, packing and boxing is generally done with coal cinders and in some places with 1st class ballast. The Chandpal Ghât-Kidderpore Docks section is packed with ballast. On the Shalimar branch, packing is done with 1st class Jhama ballast.

(*c*) *Fencing.*—The Cossipore-Chandpal Ghât section is fenced with wire and iron standards, except from Collah Ghât to Chandpal Ghât. The Chandpal Ghât-Kidderpore Docks section is fenced on the east side only with wooden posts and rails. The Shalimar branch is fenced with wire and iron standards with wooden gate posts. The openings across the line are secured with balance poles or iron gates.

(*d*) *Curves.*—There are 5 small curves aggregating 678 feet, the radii of which vary from 500 feet to 740 feet and the lengths from 74 feet to 200 feet.

(*e*) *Gradients.*—Of a total mileage of 7·65 miles, 2·21 miles are on a gradient of 1 in 300, or steeper.

**Appendix 47.**
History of railways.

**APPEN**

*History of railways constructed and in progress*

| Class: No. | Name and sections of railways. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| 30(*a*) | **DARJEELING-HIMALAYAN—** *(2′ 0″ gauge.)* | | | | |
| | Siliguri to Kurseong . . . . . | 1879 | 23-8-80 | 31·75 | |
| | Kurseong to Sonáda . . . . . | | 1-2-81 | 9·50 | |
| | Sonáda to Ghúm . . . . . | | 5-4-81 | 5·87 | |
| | Ghúm to Darjeeling . . . . . | | 4-7-81 | 3·63 | |
| | Darjeeling to the Darjeeling bazar . . . . . | | 16-6-86 | 0·25 | |
| | TOTAL, DARJEELING-HIMALAYAN . | ... | ... | ... | 51·00 |
| 1(*b*) | **DELHI-UMBALLA-KALKA—** (*See* East Indian system.) | | | | |

*on the 31st December 1901, alphabetically arranged.*

REMARKS.

**1. Darjeeling-Himalayan railway—**

(*a*) The Darjeeling-Himalayan railway is worked under the following contract:—

*Contract of*—8th April 1879 (between the Secretary of State and Franklin Prestage, Esq.), for construction, maintenance and working.

(*b*) The general conditions of the contract are as follows:—

(i) *Government aid.*—Government undertake to pay the Company such sum as will make up its gross receipts to two lakhs of rupees annually. Government land and the use of the existing cart road are also granted free of cost.

(ii) *Currency of contract.*—If at any period the railway should not be worked for six consecutive months, the Company is to surrender the road and land acquired from Government, receiving any sums due to them for permanent improvements to the road or works connected with it. After the railway has been opened for 25 years (reckoning from the 4th May 1884) and thereafter at intervals of 10 years, Government have the power, by giving 12 months' previous notice, to terminate the contract and take over the line on payment to the Company of its value as a dividend earning investment with an additional bonus of 20 per cent. over and above such value.

(iii) *Power of Company to surrender contract.*—Nil.

(iv) *Terms of working.*—After the first five years, and subject to subsequent modifications of clause 16, half the net profits of any year in excess of 5 per cent. on the paid up capital to be applied in repayment to Government of the amount expended on the maintenance of the cart road during the same year or in making good a deficiency in gross receipts. Government are under obligation to uphold and maintain this road at their own expense, subject to their right to be repaid the charges incurred in any year out of one moiety of the surplus profits earned in that year.

(v) *Rates and fares.*—Certain maxima have been fixed within which the company is permitted to vary its rates.

(vi) *General remarks.*—The line is laid for a great part of its length along the cart road. The road has almost continuous curves and windings as it passes across the mountains.

**2. Details of construction—**

(*a*) *Permanent-way.*—The line which was originally laid with iron rails, 30lb. to the yard, on the plains, has been relaid with iron rails 40lb. to the yard. Steel rails, 41¼lb. to the yard, are laid on the hill portion. Of the Terai, 2·70 miles have been renewed with 41¼lb. steel rails. Sâl, oak and chestnut sleepers are in use, sâl only being used under the 41¼lb. rails.

(*b*) *Ballast.*—The line is now ballasted up to the 9th mile, a portion of this length near Siliguri being laid with sand. Elsewhere the ballast is of gravel.

(*c*) *Curves.*—Of curves with radii varying from 60 feet (the sharpest) to 1,000 feet, there is a total length of 35·55 miles distributed over the line.

(*d*) *Gradients.*—Of a total open mileage of 51·00 miles, 40·69 miles are on a gradient of 1 in 50 or steeper.

**Appendix 47.**
History of railways.

**APPEN**

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 15 (*a*) | **DEOGHUR—** (*3′ 3⅜ gauge.*) | | | | |
| | Baidyanath to Deoghur . . . . . | October 1881 | 23-12-82 | 4·79 | |
| | TOTAL, DEOGHUR . | ... | ... | ... | 4·79 |
| 20 (*d*) | **DHRANGADRA—** (*See* Bhavnagar-Gondal-Junagad-Porbandar system.) | | | | |

*on the 31st December 1901, alphabetically arranged.*

| REMARKS. |
|---|
| **1. Deoghur railway—** |
| (*a*) The Deoghur railway is worked under the following contract :— |
| *Contract of*—12th July 1883 (between the Secretary of State and the Deoghur Railway Company) for construction, maintenance and working. |
| (*b*) The general conditions of the contract are as follows :— |
| (i) *Government aid.*—Land alone was provided free of charge. |
| (ii) *Terms of contract.*—Messrs. Burn & Co., constructed the railway with capital raised locally and without any guarantee. |
| (iii) *Currency of contract.*—Government may determine the contract, after giving six months' notice, if the Company fail to perform their obligations, and take over the railway at a valuation based on the earnings for the two years immediately previous to such resumption. Government may also determine the contract after the railway has been opened for traffic for 30 years, and thereafter at terms of 10 years, by giving 12 months' notice, and take over the railway at a valuation calculated at the average market rate of the shares during the previous three years, together with an additional bonus not exceeding 20 per cent. of such value. |
| (iv) *Rates and fares.*—Certain maxima have been fixed within which the Company is permitted to vary its rates. |
| **2. Details of construction.—** |
| (*a*) *Permanent-way.*—The permanent-way is laid with 36 lb. steel rails on wooden sleepers. |
| (*b*) *Ballast.*—The line is ballasted throughout. |
| (*c*) *Fencing.*—The line is unfenced. |
| (*d*) *Curves.*—The sharpest curve has a radius of 2,640 feet and extends over a length of 3,000 feet. |
| (*e*) *Gradients.*—Of a total open mileage of 4·79 miles, 3·50 miles are on a gradient of 1 in 80, or steeper. |

**Appendix 47.**
History of railways.

**APPEN**

*History of railways constructed and in progress*

| Class No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | **DIBRU-SADIYA SYSTEM—** *(3′ 3⅜″ gauge.)* | | | Miles. | Miles. |
| 13 (*a*) | DIBRU-SADIYA— | | | | |
| | *Main line—* | | | | |
| | Lower steamer ghat on the left bank of the Brahmaputra river, near Dibrugarh, eastward as far as the Dinjan stream | 1881 | 8-8-82 | 15·00 | |
| | Dinjan stream to Makum Junction | 1881 | 16-7-83 | 23·50 | |
| | Makum Junction to Dihing bridge | 1881 | 2-5-84 | 23·00 | |
| | Total Main line | ... | ... | ... | 61·50 |
| | *Branch—* | | | | |
| | *Talap branch—* | | | | |
| | Makum Junction to Dum-Duma | 1881 | 2-5-84 | 10·00 | |
| | Dum-Duma to Talap | 1881 | 5-2-85 | 6·00 | |
| | Total Branch | ... | ... | ... | 16·00 |
| | TOTAL, DIBRU-SADIYA | ... | ... | ... | 77·50 |
| 13 (*b*) | LEDO AND TIKAK-MARGHERITA— *(3′ 3⅜″ gauge.)* | | | | |
| | *Main line—* | | | | |
| | Dihing bridge to Ledo | ... | 17-2-84 | 7·50 | |
| | *Namdang branch—* | | | | |
| | Margherita to Namdang | ... | 1-1-01 | 3·50 | 11·00 |
| | TOTAL, LEDO AND TIKAK-MARGHERITA | ... | ... | ... | |
| | GRAND TOTAL, DIBRU-SADIYA SYSTEM | ... | ... | ... | 88·50 |

**DIX 47—*continued.***



*on the 31st December 1901, alphabetically arranged.*

REMARKS.

1. **Lines comprising system.**—The Dibru-Sadiya railway system is made up of—

| | Open line. Miles. |
|---|---|
| (*a*) Dibru-Sadiya railway (3′ 3⅜″ gauge) | 77·50 |
| (*b*) Ledo and Tikak-Margherita railway (3′ 3⅜″ gauge) | 11·00 |
| TOTAL | 88·50 |

2. **Dibru-Sadiya railway—**

(*a*) The Dibru-Sadiya railway is worked under the following contracts :—

*Contracts of*—26th May 1880 (between the Secretary of State and the Assam Railway Company) for maintenance and working.

25th July 1881.—Contract modifying that of 1880.

(*b*) The general conditions of the contracts are as follows :—

(i) *Government aid.*—Government guarantee payment of a subsidy, twelve months after opening of main line throughout or after each succeeding twelve months until the end of twenty years after opening, equal, together with the net earnings of the main line, to 5 per cent. of the paid up capital of the main line, not exceeding in any year Rs. 80,000. Similarly, Government guarantee a subsidy for the Makum branch, not exceeding Rs. 20,000 in any year. The free use of public roads is also provided for.

(ii) *Currency of contract* —If the Company fail to fulfil their obligations, within thirty days after notice, Government can take possession and execute all repairs and works for the efficient working of the railway. If the Company do not maintain or work the railway for any time over fourteen days in any year, Government can deduct from the subsidy Rs. 210 in the case of the main line and Rs. 262 in the case of both main line and Makum branch each day, and in default Government will be discharged from all liabilities or obligations under this contract and can call on the Company to remove all rails, etc., and give possession of the lands, roads, etc., the Company bearing all expense in restoring the same to their original condition. Government* may also determine contract, on giving 12 months' notice (clause 19 of contract dated 26th May 1880), at the expiry of the first five years after date of opening, and at subsequent intervals of five years, by paying twenty per cent. in excess of the value of the Company's property.

* NOTE.—The Company having waived all their rights under clause 7 of contract dated 25th July 1881, to construct railways within the Lakhimpur District, Government have waived their right to purchase the railway before 1921, or at intervals of 10 years thereafter (Secretary of State's letter No. P. W. 2731, dated the 23rd December 1901).

(iii) *Power of Company to surrender contract.*—Nil.

(iv) *Terms of working.*—The Company to maintain the railway and the road on which the rails are laid and the rolling-stock and other equipments to the satisfaction of the Secretary of State and to carry on the work of common carriers.

(v) *Rates and fares.*—To be approved by Government from time to time while subsidy is payable. If the net profits exceed 12 per cent. of paid up capital, Government may order such reduction of tariff and rates as may be considered necessary, such reduction not lessening the net profits below 12 per cent.

3. **Ledo and Tikak-Margherita railway—**

(*a*) The Ledo and Tikak-Margherita railway is worked under the following :—

*Contract of*—30th July 1881, between the Secretary of State and the Assam Railways and Trading Company, for coal and iron mining in the Makum coal fields and for the construction of a railway or tramway to effect a junction with the railways which may be constructed to the bank of the Dihing river.

*Terms*—contained in Government of India, Public Works Department, No. 623 R. T., dated the 6th August 1896.

(*b*) The general conditions are as follows :—

(i) *Government aid.*—Nil.

(ii) *Currency of contract.*—The coal concession is for a term of 20 years from 30th July 1881 within an area of 30 square miles and for a further term of 30 years within an area of at least 4 square miles.

(iii) *Power of Company to surrender contract.*— Nil.

(iv) *Terms of working.*—The colliery to be charged with the cost of maintenance of the branch and sidings owned by it, all other charges for working the open line to be divided between the railway and colliery in proportion to their respective gross earnings, *plus* 5 per cent. on the gross earnings of the colliery for rolling-stock.

(v) *Rates and fares.*—Certain rates have been sanctioned by Government for the carriage of goods.

(vi) *General remarks.*—The working of the branch was taken over by the Dibru-Sadiya railway from the 1st January 1897.

**Appendix 47.**
History of railways.

**APPEN**

*History of railways constructed and in progress*

| Class: No. | Name and sections of railways. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 13 (*a*) | **DIBRU-SADIYA SYSTEM**—*concld.* | | | | |

**DIX 47—*continued.***



*on the 31st December 1901, alphabetically arranged.*

| | REMARKS. |
|---|---|
| **4. Details of construction—** | |
| (*a*) *Permanent-way*— | |
| | *Dibru-Sadiya railway.*—The line throughout was originally laid with steel rails, 41½ lb. to the yard, but these are now gradually being replaced by 50 lb. steel rails. The sleepers are chiefly uriam. |
| | *Ledo and Tikak-Margherita railway.*—The line is laid with 50 lb. steel rails on uriam sleepers. |
| (*b*) *Ballast*— | *Dibru-Sadiya railway*—The line is unballasted for one mile from Lower Ghât, and for 16 miles between Makum junction and Talap. On the rest of the line, broken stone ballast has been used. |
| | *Ledo and Tikak-Margherita railway.*—The main line is three-fourths ballasted, but the Namdang branch is unballasted. |
| (*c*) *Fencing.*— | The system is unfenced, with the exception of a short length at Dibrugarh. |
| (*d*) *Curves.*— | There are no curves under a radius of 600 feet. |
| (*e*) *Gradients.*— | Of a total open mileage of 88·50 miles, 7·57 miles are on a gradient of 1 in 150, or steeper. |

**Appendix 47.**
History of railways.



*History of railways constructed and in progress*

| Class No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | **EASTERN BENGAL SYSTEM—** | | | Miles. | Miles. |
| 2 (*a*) | EASTERN SECTION— (*5′ 6″ gauge.*) | | | | |
| | *Main line—* | | | | |
| | Calcutta to Ranaghat | 16-4-59 | 29-9-62 | 45·25 | |
| | Ranaghat to Jagati Junction | | 15-11-62 | 62·00 | |
| | Jagati Junction to 145th mile | 1865-66 | 1-1-71 | 37·82 | |
| | Total Main line | 16-4-59 | ... | ... | 145·07 |
| | *Branches—* | | | | |
| | Jagati Junction to river Ganges (*Kooshtea branch*) | ... | 16-2-64 | 3·77 | |
| | Kooshtea loop line | ... | 1-8-81 | 1·17 | |
| | Canal Junction to Chitpore (*Chitpore branch*) | 12-4-73 | 25-8-73 | 1·88 | |
| | Portion in Chitpore yard for goods traffic | ... | 13-4-88 | 0·12 | |
| | Panchooria Junction to new Goalundo | ... | 22-10-98 | 3·24 | |
| | Mile 145 to Panchooria Junction | ... | 1-4-90 | 3·16 | |
| | Panchooria Junction to Shivarampore | Feby. '97 | 20-10-98 | 8·77 | |
| | Shivarampore to Faridpore | | 9-4-99 | 7·43 | |
| | Belgachhi to the Ganges | Feby. '96 | 27-10-98 | 2·30 | |
| | Bhydea Junction to Borat | ... | 7-6-97 | 3·17 | |
| | *Porádaha branch—* | | | | |
| | Porádaha to Bhairámára | 4-4-76 | 19-1-78 | 11·79 | |
| | Bhairámára to Golabnuggur (Dámukdia) | 22-9-83 | 8-12-83 | 6·10 | |
| | Total Branches | ... | ... | ... | 52·90 |
| | TOTAL, EASTERN SECTION | ... | ... | ... | 197·97 |
| | SOUTHERN SECTION— (*5′ 6″ gauge.*) | | | | |
| | *Main line—* | | | | |
| | Calcutta to Chámpaháti | ... | 2-1-62 | 15·00 | |
| | Chámpaháti to Port Canning | ... | 15-5-63 | 12·79 | |
| | Junction with Eastern section | ... | 15-8-85 | 0·41 | |
| | Bansra diversion | Jany. 1900 | 5-3-00 | 0·25 | |
| | Total Main line | ... | ... | ... | 28·45 |
| | *Branches—* | | | | |
| | *Diamond Harbour branch—* | | | | |
| | Sonárpur to Baruipur | 9-9-80 | 10-6-82 | 5·30 | |
| | Baruipur to Magra Hát | | 18-12-82 | 9·55 | |
| | Magra Hát to Diamond Harbour | ... | 25-4-83 | 12·69 | |
| | Diamond Harbour towards Hara fort | ... | 25-4-83 | 0·42 | |
| | | | | 27·96 | |
| | *Budge Budge branch—* | | | | |
| | Ballygunge to Budge Budge | Nov. '88 | 1-5-90 | 13·66 | |
| | Total Branches | ... | ... | ... | 41·62 |
| | TOTAL, SOUTHERN SECTION | ... | ... | ... | 70·07 |
| 2 (*b*) | NORTHERN SECTION— (*3′ 3⅜″ gauge.*) | | | | |
| | *Main line—* | | | | |
| | Sára to Atrai | 12-2-74 | 19-1-78 | 38·75 | |
| | Atrai to Jalpáiguri | | 28-8-77 | 134·25 | |
| | Jalpáiguri to Siliguri | | 10-6-78 | 23·00 | |
| | Total Main line | ... | ... | ... | 196·00 |
| | *Branches—* | | | | |
| | *Rungpore branch—* | | | | |
| | Párbatipur Junction to Shámpur | ... | 19-5-78 | 15·25 | |
| | Shámpur to Rungpore | 12-2-74 | 2-7-78 | 7·50 | |
| | Rungpore to Kaunia | ... | 1-6-79 | 11·25 | |
| | | | | 34·00 | |
| | Carried over | ... | ... | 34·00 | 268·04 |
| | | | | | 196·00 |

*on the 31st December 1900, alphabetically arranged.*

REMARKS.

1. **Lines comprising system.**—The Eastern Bengal railway system is made up of—

| | Open line. | Under construction. | Total. |
|---|---|---|---|
| | Miles. | Miles. | Miles. |
| (*a*) Eastern Bengal railway, 5′ 6″ gauge section . . | 268·04 | 7 66 | 275·70 |
| (*b*) Eastern Bengal railway, 3′ 3⅜″ gauge section . . | 544·51 | 38·83 | 583·34 |
| (*c*) Eastern Bengal railway, 2′ 6″ gauge section . . | 41·84 | ... | 41·84 |
| (*d*) Brahmaputra-Sultanpur railway (3′ 3⅜″ gauge) . | 59·19 | ... | 59·19 |
| (*e*) Mymensingh-Jamalpur-Jagannathganj railway (3′ 3⅜″ gauge) | 53·37 | ... | 53·37 |
| (*f*) Cooch Behar railway (3′ 3⅜″ gauge) . . . | 33·78 | ... | 33·78 |
| | 1,000·73 | 46·49 | 1,047·22 |

2. **Eastern Bengal State railway—**

(*a*) The Eastern Bengal railway is owned and worked by the State.

(i) *General remarks*—The line from Calcutta to Port Canning was constructed under guarantee. The Company surrendered it to Government on the 1st April 1868.

The Eastern Bengal railway was acquired by the State on the 1st July 1884, and on the same date the Poradaha branch of the Northern Bengal State railway was permanently amalgamated with the Eastern Bengal State railway.

On the 1st April 1887, the Eastern Bengal and the Calcutta and South-Eastern railways were amalgamated with the Northern-Bengal, the Kaunia-Dharlla, the Dacca and the Assam-Behar railways, and these lines are now worked as one combined system, the railway being re-transferred from Provincial to Imperial control with effect from the 1st April 1892.

The Kaunia-Dharlla branch was constructed by the Bengal Government out of Provincial revenues. At Jatrapur a connection is made with the Assam mail steamer service run by the India General and River Steam Navigation Company. The Dacca section is connected with the Eastern section by a ferry worked by the India General Steam Navigation Company between Goalundo and Náráyanganj ghat.

The Northern and Eastern sections are connected by a steam ferry worked by the railway between Sara ghat and Damukdia ghat.

The East Indian railway is connected with the Bengal system of railways by a ferry worked by the East Indian railway across the Ganges between Manihári and Sahebgunge. A branch line runs northwards from Katihár Junction through Purnea and Kasba to Anchrá ghat on the Kosi, opposite Khanwa ghat on the Kosi extension of the Tirhoot railway, where it is connected with the Tirhoot railway by a ferry worked by the Eastern Bengal State railway across the Kosi river.

3. **Brahmaputra-Sultanpur railway—**

(*a*) The Brahmaputra-Sultanpur railway is worked under the following contracts:—

*Contracts of*—3rd December 1896 (between the Secretary of State and the Brahmaputra-Sultanpur Branch Railway Syndicate) for the formation of a Company for the construction of the line.

8th January 1897 (between the Secretary of State and the Brahmaputra-Sultanpur Branch railway Syndicate) for the subscription of capital for the construction of the line.

22nd February 1897 (between the Secretary of State and the Brahmaputra-Sultanpur Branch railway Company) for the construction and working of the line.

Appendix 47.
History of railways.

APPEN

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | **EASTERN BENGAL SYSTEM—*contd.*** | | | Miles. | Miles. |
| | Brought forward . | ... | ... | 34·00 | 268·04 |
| 2 (*b*) | NORTHERN SECTION—*concld.* *3′ 3⅜″ gauge*—contd. | | | | 196·00 |
| | *Branches*—concld. | | | | |
| | *Dinagepore branch*— | | | | |
| | Párbatipur to Chirir bandar . . . . . | 28-11-81 | 1-7-83 | 9·00 | |
| | Chirir bandar to Dinagepore . . . . . | | 16-5-84 | 8 75 | |
| | | | | 17·75 | |
| | Teesta bridge at Kaunia and approaches . . . (*3′ 3⅜″=4·42 miles ; 2′ 6″=0·57 mile*). | ... | 1-4-01 | 4·99 | |
| | Total, Branches . . | ... | ... | ... | 56·74 |
| | Total, Northern section . | ... | ... | ... | 252·74 |
| | BEHAR SECTION— | | | | |
| | *Main line*— | | | | |
| | Manihári to Katihár . . . . . | ... | 1-4-87 | 15·50 | |
| | Katihár to Ráyganj . . . . . | ... | 1-7-89 | 37·49 | |
| | Ráyganj to Dinagepore . . . . . | ... | 15-2-88 | 32·68 | |
| | Junction with the Bengal and North-Western railway at Katihar . . . . . | ... | 8-3-01 | 0·69 | |
| | Total Main line . . | ... | ... | ... | 86·36 |
| | *Branches*— | | | | |
| | *Kosi branch*— | | | | |
| | Katihár to Kasba . . . . . | ... | 1-4-87 | 22·10 | |
| | Kasba to Forbesganj . . . . . | ... | 1-7-89 | 36·81 | |
| | Forbesganj to Ancharághat . . . . . | ... | 1-1-91 | 14·00 | |
| | | | | 72·91 | |
| | *Bársoi-Kissenganj branch*— | | | | |
| | Bársoi to Kissenganj . . . . . | Jnne '91 | 15-12-92 | 35·11 | |
| | Total Branches . . | ... | ... | ... | 108·02 |
| | TOTAL, BEHAR SECTION . . | ... | ... | ... | 194·38 |
| | DACCA SECTION— (*3′ 3⅜″ gauge*) | | | | |
| | Náráyanganj ghat to Dacca . . . . . | 11-8-82 | 4-1-85 | 10·25 | |
| | Dacca to Jaydepur . . . . . | | 1-8-85 | 19·65 | |
| | Jaydepur to Gáfargáon . . . . . | | 1-8-85 | 32·50 | |
| | Gáfargáon to Mymensingh . . . . . | | 1-8-85 | 23·52 | |
| | | | | | 85·92 |
| | TOTAL, DACCA SECTION . | ... | ... | ... | |
| | Kaunia-Dharlla section— (*2′ 6″ gauge*). | | | | |
| | Teesta Junction to Mogalhát *(3′ 3⅜″ gauge)* . . | Sept. '99 | 1-4-01 | 12·04 | |
| | Teesta Junction to Dharlla . . . . . | ... | 18-7-81 | 16·73 | |
| | Dharlla to Jatrapur . . . . . | ... | 1-7-84 | 4·75 | |
| | TOTAL, KAUMIA-DHARLLA SECTION . | ... | ... | ... | 33·52 |
| | Cooch Behar-Santrabari extension (British section)— *2′ 6″ (gauge).* | | | | |
| | South Bank of Kaljani river to Alipur Duar . . | Dec. '97 | 18-1-00 | 0·64 | |
| | Alipur Duar to Raja Bhat Khawa .. . . . | | 5-4-00 | 9·97 | |
| | Raja Bhat Khawa to Jhainti . . . . . | | 1-2-01 | 9·18 | |
| | TOTAL COOCH BEHAR-SANTRABARI EXTENSION (BRITISH SECTION) . . . . . | ... | ... | ... | 19·79 |
| | TOTAL OPEN MILEAGE EASTERN BENGAL PROPER . | ... | ... | ... | 854·39 |
| | Carried over . . | ... | ... | ... | 854·39 |

| | Remarks. |
|---|---|
| **3. Brahmaputra-Sultanpur railway—*concluded.*** | |
| (*b*) The general conditions of the contracts are as follows :— | |
| (i) *Government aid.*—Land alone was provided free of charge. | |
| (ii) *Currency of contract*—Government may determine contract on 12 months' notice, either on the 31st December 1919, or at the end of a subsequent period of 10 years, or on the 31st December 1948, the Government paying, if contract is determined on the 31st December 1919, or at the expiration of any subsequent period of 10 years, a sum equal to 25 times the average yearly net earnings during the five years prior to determination, not exceeding by more than 20 per cent., or not being less than, the total capital expenditure; and if determined on the 31st December 1948 (50 years), paying the total amount of such capital expenditure. | |
| (iii) *Power of Company to surrender contract.*—Nil. | |
| (iv) *Terms of working.*—After deduction of 45 per cent. of the gross earnings for working expenses in which is included Rs. 5,000 for each year for or towards the office expenses and the expenses of management of the company, and also all such legal expenses as are properly debitable to revenue, the balance is payable to the Company. | |
| (v) *Rates and fares.*—To be arranged between Government and the working agency within the maximum and minimum rates in force on the Eastern Bengal State railway. | |
| **4. Mymensingh-Jamalpur-Jagannathganj railway—** | |
| (*a*) The Mymensing-Jamalpur-Jagannathganj railway is worked under the following contracts :— | |
| *Contracts of*—6th January 1897 (between the Secretary of State and the India General Steam Navigation Company) for the construction and working of the Mymensingh-Jamalpur-Jagannathganj railway. | |
| 3rd October 1899 (between the India General Steam Navigation Company, the India General Navigation and Railway Company and the Secretary of State) for the transfer of the domicile of the Mymensingh-Jamalpur-Jagannathganj railway office from Calcutta to London. | |
| (*b*) The general condition of the contracts are as follows :— | |
| (i) *Government aid.*—Government will in respect of each year allow to the Mymensing-Jamalpur-Jagannathganj Railway Company, by way of rebate on the share attributable to the Eastern Bengal railway of the receipt from traffic interchanged between the two railways, such a sum not exceeding in any year the net earnings from traffic, except railway stores interchanged between the Eastern Bengal State railway system and the railway, as will, together with the net earnings of the Company for the year, make up an amount equal to interest for the year at a rate of 3½ per cent. per annum on the actual capital expenditure. Land also was provided free of charge. | |
| (ii) *Currency of contract.*—Government may determine contract on 12 months' notice either on the 31st December 1919, or at the end of a subsequent period of 10 years or on the 31st December 1948, the Government paying, if contract is determined on the 31st December 1919, or at the expiration of any subsequent period of 10 years, a sum equal to 25 times the average yearly net earnings, not including rebate payments, during the three years prior to determination, not exceeding by more than 20 per cent. or not being less than, the total capital expenditure; and if determined on the 31st December 1948 (50 years), the total amount of such capital expenditure. | |
| (iii) *Power of Company to surrender contract.*—Nil. | |
| (iv) *Terms of working.*—After deduction of 45 per cent. of the gross earnings for working expenses, in which is included all such legal expenses of the Company as are properly debitable to revenue, the balance is payable to the Company. | |
| (v) *Rates and fares.*—To be arranged between Government and the working agency within the maximum and minimum rates in force on the Eastern Bengal State railway. | |
| **5. Cooch Behar railway—** | |
| (*a*) The Cooch Behar railway is worked under the following contract. | |
| *Contract*—Approved in Government of India letter No. 106 R. T., dated 29th January 1897, and having effect from the 1st January 1896, between the Secretary of State and the Cooch Behar Durbar for working. | |
| (*b*) The general conditions of the contract are as follows :— | |
| (i) *Government aid.*—The line is the property of the Cooch Behar State. | |
| (ii) *Currency of contract*—The Eastern Bengal State railway to maintain and work the Cooch Behar State railway for a period of five years from 1st January 1896. | |
| (iii) *Power of company to surrender coniract*—Nil. | |
| (iv) *Terms of working*—The Eastern Bengal State railway, for maintenance and working, to receive 45 per cent. of the gross earnings, the balance, 55 per cent., being made over to the Cooch Behar State. All earnings beyond Mogal Hat to be credited to the Cooch Behar State railway. | |
| *Note.*—A revised agreement is under consideration. | |
| (v) *Rates and fares*—The Eastern Bengal State railway administration have full control over rates and fares. | |

Appendix 47.
History of railways.

APPEN

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | EASTERN BENGAL SYSTEM—*concluded.* | | | Miles. | Miles. |
| | Brought forward | ... | ... | ... | 854·39 |
| | *Lines under construction or sanctioned for construction—* | | | | |
| | EASTERN SECTION— | | | | |
| | (*5′ 6″ gauge.*) | | | | |
| | Pachooria Junction to river Ganges | Dec. '96 | ... | †6·00 | |
| | Extensions to Chitpore Terminus | Mar. '01 | * Aug. 1902 | 1·66 | |
| | NORTHERN SECTION— | | | | |
| | (*3′ 3⅜″ gauge.*) | | | | |
| | Teesta-Dhubri | Sept. '99 | *Aug. 1902 | †38·83 | |
| | Total lines under construction | ... | ... | ... | 46·49 |
| | TOTAL EASTERN BENGAL PROPER | ... | ... | ... | 900·88 |
| | DOUBLE LINE EASTERN AND SOUTHERN SECTIONS— | | | | |
| | Calcutta to Naiháti | July '84 | 1-8-86 | 23·23 | |
| | | | 21-3-87 | 0·26 | |
| | Naiháti to Kánchrapára | May '91 | 20-4-92 | 4·69 | |
| | Kánchrapára to Ránághat | Oct. '91 | 12-11-92 | 17 56 | |
| | Ránághat to Aranghata | Dec. '95 | 7-8-97 | 5·50 | |
| | Aranghata to Bogoola | | 17-9-97 | 6·75 | |
| | Bogoola to Shibnibash | | 3-11-97 | 6 65 | |
| | Shibnibash to Ramnagar | | 17-11-98 | 0·75 | |
| | Ramnagar to Porádaha | | 17-9-97 | 9·50 | |
| | | | 7-8-97 | 27·58 | |
| | Canal Junction to Chitpore | | 13-4-88 | 1·88 | |
| | Sealdah to Ballygunge | July '86 | 20-10-88 | 3·50 | |
| | | | 19-9-90 | 0·36 | |
| | Ballygunge to Dock Junction | Novr. '89 | 20-11-93 | 4·00 | |
| | Total double line, Eastern and Southern sections | ... | ... | ¶ 112·21 | |
| 2 (*c*) | BRAHMAPUTRA-SULTANPUR— | | | | |
| | (*3′ 3⅜″ gauge*). | | | | |
| | Santahar to Bogra | Oct. '96 | 1-4-99 | 24·50 | |
| | Bogra to Dewantola | | 5-4-00 | 22·02 | |
| | Dewantola to Bonarpara | | 1-8-00 | 4·60 | |
| | Bonarpara to Fulchhari | | 1-9-00 | 8·07 | |
| | TOTAL, BRAHAMPUTRA-SULTANPUR | ... | ... | ... | 59·19 |
| 2 (*d*) | MYMENSINGH-JAMALPUR-JAGANNATHGANJ— | | | | |
| | (*3′ 3⅜″ gauge*). | | | | |
| | Mymensingh to Singhjani | Novr. '96 | 15-10-98 | 33·07 | |
| | Singhjani to Jagannathganj | | 15-10-99 | 20·30 | |
| | TOTAL, MYMENSINGH-JAMALPUR-JAGANNATHGANJ | ... | ... | ... | 53·37 |
| 2 (*e*) | COOCH BEHAR— | | | | |
| | (*2′ 6″ gauge*). | | | | |
| | *Main line—* | | | | |
| | Gitaldaha to Manshahi Junction | 28-9-91 | 15-9-93 | 19·00 | |
| | Manshahi Junction to the town of Cooch Behar | 30-8-95 | 15-12-98 | 3·22 | |
| | Tora bridge | ... | 16-5-00 | 0·11 | |
| | Total Main line | ... | ... | ... | 22·33 |
| | *Branch—* | | | | |
| | *Cooch Behar-Santrabari extension (Native State section)—* | | | | |
| | Cooch Behar to temporary Alipur Duar (Kholta) | 20-12-97 | 15-4-99 | 10·96 | |
| | Temporary Alipur Duar (Kholta) to the south bank of the Kaljani river. | | 18-1-00 | 0·49 | |
| | Total Branch | ... | ... | ... | 11·45 |
| | TOTAL, COOCH BEHAR | ... | ... | ... | 33·78 |
| | GRAND TOTAL, EASTERN BENGAL SYSTEM | ... | ... | ... | 1,047 22 |
| | **EAST COAST—** | | | | |
| | (*See* Bengal-Nágpur and Madras systems). | | | | |

* Probable dates of opening.

† Excluding the section of the Kaunia-Dharlla line from Teesta to Mogal Hát, 2′ 6″ gauge (12·23 miles), which was converted to the 3′ 3⅜ gauge and opened on the 1st April 1901.

REMARKS.

6. **General remarks.**—The following sections of the Eastern Bengal State railway are worked over by foreign lines:—Kidderpore Docks to Naihati, 34·50 miles, by the East Indian railway; Dum Dum Junction to Canal Junction, 1·61 miles; Canal Junction to Calcutta, 2·96 miles; Canal Junction to Chitpore, 2·00 miles; and Calcutta to Kidderpore Docks, 3·71 miles, by the Bengal Central railway.

7. **Details of construction.**—

(*a*) *Permanent-way.*—

On the Eastern section (5′ 6″) gauge, the rails are double-headed steel, 73 lb. and 75 lb. to the yard on cast iron plate and sal sleepers. The Faridpur branch is laid with 2nd hand iron rails, 72lb. and 68lb. to the yard, on timber sleepers.

On the Damukdia branch the old iron rails are being replaced by 73 lb. steel rails removed from the main line. The sleepers are mostly cast iron bowls. The Diamond Harbour and Budge Budge branches are laid with steel rails, 64 lb. and 73 lb. to the yard, on cast iron sleepers, and the Canning branch with iron rails on cast iron and wooden sleepers.

On the 3′ 3⅜″ gauge portion the rails are flat-footed steel, 41¼ lb. and 50 lb. to the yard, laid chiefly on sal, creosoted pine, and asna sleepers.

On the 2′ 6″ gauge section, the rails are flat-footed. The Jatrapur branch is laid with steel rails, 52 lb. and iron rails 30 lb. per yard on sal sleepers; and the British section of the Santrabari extension is laid partly with iron rails, 40 lb. per yard, and partly with steel rails, 41¼ lb. per yard, on sal sleepers. The Cooch Behar State railway is laid for 19 miles with steel rails, 25lb. to the yard; for 11·83 miles with steel rails, 41¼lb. to the yard, on pyinkado sleepers, and 12·95 miles with 40lb. iron rails on sal sleepers.

(*b*) *Ballast.*—

The 5′ 6″ gauge section is ballasted throughout with the exception of the Faridpur branch. The 3′ 3⅜″ section is, with some few exceptions, ballasted throughout. The 2′ 6″ gauge section is laid without ballast.

(*c*) *Bridges.*—The following are the important bridges of 1,000 feet length and over:—Mahanaddy (between Barsoi and Lalmoni) 10 spans of 150 feet; Gorai (between Kaligunga and Kumarkali), 7 spans of 185 feet and 9½ spans of 46 feet; Teesta (between Kaunia and Teesta, 13 spans of 150 feet and Dharlla (between Mogalhat and Gitaldaha junction) 10 spans of 150 feet.

(*d*) *Fencing.*—

*Eastern Bengal State railway.*—The Eastern section is fenced throughout; and the total length of fencing provided on the Southern section, including the Budge Budge extension, is 52·07 miles. The Canning branch is unfenced. The whole of the Northern section is fenced, except the Kaunia-Dharlla section. The Cooch Behar-Santrabari extension (British section) is unfenced; and the Dacca section is unfenced except at stations and for 13½ miles from Náráyanganj. The Behar section is fenced throughout, with the exception of the Barsoi-Kissenganj branch. The Brahmaputra-Sultanpur, Mymensingh-Jamalpur-Jagannathganj and the Cooch Behar State railways are unfenced, except at stations and through the towns of Bogra and Mymensingh.

(*e*) *Curves.*—Curves under a radius of 1,000 ft. occur on the Kaunia-Dharlla section only. Their radii vary from 425 to 955 ft., and the aggregate length is 6,705 ft., of which 6,580 ft., or 1·25 miles, are on the line to Kurigram and 125 ft. at mile 3 on the line to Jatrapur. On the British section of the Santrabari extension, there is a curve of 637 feet radius. On the ghat line below Gitaldaha, which is shifted from time to time, curves of 400 feet radius have sometimes to be introduced.

(*f*) *Gradients.*—Of a total open mileage of 1,000·73 miles on the system, 39·28 miles are on a gradient of 1 in 300, or steeper.

† Constructed but not opened.
¶ Excludes 1·46 miles from Canal Junction to Dum Dum under construction.

Appendix 47.
History of railways.



*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 1 (*a*) | **EAST INDIAN SYSTEM—** *(5′ 6″ gauge.)* | | | | |
| | *Main line—* | | | | |
| | Howrah to Hooghly | Jany. '51 | 15-8-54 | 23·23 | |
| | Hooghly to Pundooah | | 1-9-54 | 14·31 | |
| | Pundooah to Khána junction | | 3-2-55 | 36·94 | |
| | Khána junction to Raneegunge | | 3-2-55 | 45·71 | |
| | Raneegunge to Siársol | ... | 21-7-63 | 1·70 | |
| | Siársol to Sítarámpur | ... | 1-1-65 | 15·15 | |
| | Sítarámpur to Luckeeserai junction | Feby. '66 | 1-1-71 | 124·64 | |
| | Luckeeserai to Dinapore | ... | 17-11-62 | 82·42 | |
| | Dinapore to Moghal Sarai | | 22-12-62 | 125·92 | |
| | Moghal Sarai to Mirzapur | | 1-1-64 | 39·28 | |
| | Mirzapur to south bank, Jumna | | 4-4-64 | 52·64 | |
| | Jumna bridge to Allahabad | | 15-8-65 | 2·75 | |
| | Allahabad to Cawnpore | ... | 3-3-59 | 119·47 | |
| | Cawnpore to Etáwah | | 1-7-61 | 86·46 | |
| | Etáwah to Shikohabad | | 13-11-61 | 34·39 | |
| | Shikohabad to Tundla junction | | 1-4-62 | 22·92 | |
| | Tundla junction to Aligarh | | 1-3-63 | 48·56 | |
| | Aligarh to Chola (Bulandshahr Road) | | 1-4-64 | 35·54 | |
| | Chola to Delhi (south bank, Jumna) | | 1-8-64 | 41·27 | |
| | Delhi terminus | | 1-1-67 | 1·78 | |
| | | | | 955·08 | |
| | *Loop line—* | | | | |
| | Khána junction to river Adjai | ... | 3-10-58 | 19·00 | |
| | River Adjai to Sainthia | | 3-9-59 | 25·12 | |
| | Sainthia to Tinpahár | | 15-10-60 | 76·12 | |
| | Tinpahár to Bhágalpur | | 1-11-61 | 69·12 | |
| | Bhágalpur to Jamálpur | | 10-2-62 | 32·62 | |
| | Jamálpur to Luckeeserai | | 17-11-62 | 28·41 | |
| | | | | 250·39 | |
| | Total Main and Loop lines | ... | ... | ... | 1,205·47 |
| | *Branches on main line—* | | | | |
| | *Bhadreswar branch—* | | | | |
| | Bhadreswar junction to the river bank | ... | 6-12-82 | 2·60 | |
| | *Hooghly bridge branch—* | | | | |
| | Hooghly junction to Naiháti | 14-1-84 | 15-3-87 | 4·28 | |
| | *Ondál loop—* | | | | |
| | Ondál to Babasole | July '82 | 1-5-64 | 2·03 | |
| | Babasole to Mangalpur | | 1-1-63 | 2·74 | |
| | Mangalpur to Toposi | | 2-2-63 | 2·65 | |
| | Toposi to Ikrah junction | | 15-4-94 | 2·42 | |
| | Ikrah junction to Gourangdi | | 1-6-95 | 14·16 | |
| | Gourangdi to Alipur | 29-3-91 | 30-3-95 | 7·54 | |
| | | | | 31·54 | |
| | *Ikrah branch—* | | | | |
| | Ikrah junction to the Ondál loop | July '82 | 15-4-94 | 8·92 | |
| | *Jherriah branch—* | | | | |
| | Sítarámpur to Barákar | 9-3-92 | 1-1-65 | 5·43 | |
| | Barákar to Kátrásgarh | ... | *20-5-94 | 33·80 | |
| | | | | 39·23 | |
| | *Salanpur branch—* | | | | |
| | Salanpur to Shamdi | 9-3-92 | 7-9-94 | 4·29 | |
| | | | 1-1-97 | 1·24 | |
| | | | | 5·53 | |
| | Carried over | ... | ... | 92·04 | 1,205·47 |

* The first 7 miles of this extension were worked for coal traffic from the 1st August 1893.

*on the 31st December 1901, alphabetically arranged.*

REMARKS.

1. **Lines comprising system.**—The East Indian railway system is made up of—

| | Open line. Miles. | Under construction. Miles. | Total. Miles. |
|---|---|---|---|
| (*a*) East Indian railway (5′ 6″ gauge) . . . . | 1,838·04 | 165·14 | 2,003·18 |
| (*b*) Delhi-Umballa-Kalka railway (5′ 6″ gauge) . . | 162·24 | ... | 162·24 |
| (*c*) South Behar railway (5′ 6″ gauge) . . . . | 78·76 | ... | 78·76 |
| (*d*) Tarkessur railway (5′ 6″ gauge) . . . . | 22·23 | .... | 22·23 |
| (*e*) *Rewah State railway (2′ 6″ gauge)* . . . | ... | 31·81 | 31·81 |
| (*f*) *Kalka-Simla railway (2′ 6″ gauge)* . . . | ... | 60·00 | 60·00 |
| Total . | 2,101·27 | 256·95 | 2,358·22 |

2. **East Indian railway—**

(*a*) The East Indian railway is worked under the following contracts:—

*Contracts of*—22nd December 1879—East Indian Railway Company's principal contract.

10th November 1893.—Contract for the incorporation of the following State branches in the undertaking:—Ghazipur (Dildárnagar to Tarighat); Bhadreswar (Bhadreswar junction to the right bank of the Hugli); Mokameh (Mokameh junction to the Ganges); Digha Ghât (Bankipur junction to the right bank of the Ganges at Digha Ghât); Jherriah (Barakar to the Jherriah coal-fields); Toposi colliery (Toposi to Kharabad, Nundi to Panuria and Salanpur to Shamdi; Gya (Bankipur to Gya); and Azimgang (Nalhati to Azimganj.)

26th February 1896.—As to debenture capital.

22nd November 1897.—Contract for the construction and working of the Moghal Sarai-Gya railway.

14th November 1899.—Contract modifying that of 1879.

(*b*) The general conditions of the contracts are as follows:—

(i) *Government aid.*—Government guarantee interest at 4 per cent. in sterling on £6,550,000 (being capital sum representing deferred portion, *i.e.*, one-fifth of the annuity payable under the terms of purchase). All capital is provided either by Government or by the Company by the issue of debentures or debenture stock, in such manner or on such terms as to interest or otherwise as the Secretary of State determines.

(ii) *Terms of contract.*—The lines were purchased from the East Indian Guaranteed railway Company by the State in 1879, and all the contracts then subsisting between the Secretary of State and that Company (except those relating to debentures or debenture stock) were determined. The purchase price was £32,750,000,* and it was provided by the Purchase Act that this should be paid in the form of a terminable annuity of the amount of £1,473,750, payable from the 1st January 1880 to the 14th February 1953. One-fifth of the annuity was deferred, and the holders of this portion (representing a capital sum of £6,550,000), constitute the present East Indian railway Company, which, since the purchase, has worked the railway for the Government under the contract of 1879 as modified by the contract of 1899. The deferred annuity holders receive, in lieu of the annuity, interest at 4 per cent. per annum on £6,550,000 and a share of the surplus profits of the railway. On the determination of the contract, the portion of the annuity that has been deferred will become payable for the period remaining up to the 14th February 1953.

| | £ |
|---|---|
| * Company's stock at date of purchase ... | 26,200,000 |
| Premium of 25 per cent. ... ... | 6,550,000 |
| | 32,750,000 |

(iii) *Currency of contract.*—The contract of 1879 terminates on the 31st December 1929, but either party may determine the contract at the end of the 20th or at the end of any succeeding 5th year (computed from the 1st of January 1880) on giving two clear years' notice in writing to the other party of this intention.

NOTE.—Government relinquished their right to determine the contract at the end of the 20th year, and by mutual agreement the principal contract will not be determined before the 31st December 1919.

(iv) *Power of Company to surrender contract.*—See 2 *b* (iii) above.

**Appendix 47.**
History of railways.



*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 1 (*a*) | EAST INDIAN SYSTEM—*continued.* | | | | |
| | *Branches on main line*—concluded. | | | | |
| | Brought forward | ... | ... | 92·04 | 1,205·47 |
| | *Chanch branch*— | | | | |
| | From mile 144½ to Chanch | 9-3-92<br>11-2-96 | 1-2-93<br>5-8-96 | 2·88<br>1·00 | |
| | | | | 3·88 | |
| | *Pandra branch*— | | | | |
| | From mile 148¾ on Jherriah branch to Pandra | 4-8-99 | 26-11-00 | 3·23 | |
| | *Damoodur branch*— | | | | |
| | Dheria Joba to the Damoodur river | 15-1-94 | 30-6-95<br>15-7-96 | 8·00<br>1·77 | |
| | | | | 9·77 | |
| | *Kurhurbaree branch*— | | | | |
| | Madhopur junction to Giridih | ... | 1-1-71 | 26·70 | |
| | *Mokameh Ghât branch*— | | | | |
| | Mokameh junction to Mokameh Ghât | ... | 1-5-83 | 3·70 | |
| | *Patna-Gya branch*— | | | | |
| | Bankipore junction to Bankipore | 13-2-78 | 2-6-79 | 0·25 | |
| | Bankipore to Jehanabad | | 21-4-79 | 28·95 | |
| | Jehanabad to Gya | | 2-6-79 | 29·22 | |
| | | | ... | 58·42 | |
| | *Dighaghât branch*— | | | | |
| | Bankipore junction to Dighaghât | 30-7-84 | 2-4-85 | 5·53 | |
| | *Tárighât branch*— | | | | |
| | Dildárnagar junction to Tárighât | 11-7-78 | 5-10-80 | 12·00 | |
| | *Moghal Sarai-Gya branch*— | | | | |
| | Moghal Sarai to Gya | ... | 1-3-00 | 125·48 | |
| | *Jubbulpore branch*— | | | | |
| | Naini junction to Jubbulpore | Feby. '63 | 1-8-67 | 223·58 | |
| | *Allahabad fort branch* | ... | 3-3-59 | 2·34 | |
| | *Cawnpore city branch* | ... | 15-2-79 | 0·88 | |
| | *Agra branch*— | | | | |
| | Tundla junction to Agra | ... | 1-4-62 | 13·35 | |
| | *Hathras city branch* | ... | 1-11-98 | 5·58 | |
| | *Branches on loop line*— | | | | |
| | *Azimganj branch*— | | | | |
| | Nalhâti to Azimganj | ... | 15-7-92 | 27·23 | |
| | *Rajmehal branch*— | | | | |
| | Tinpahár junction to Rajmehal | ... | 15-10-60 | 7·00 | |
| | *Sakrighât branch*— | | | | |
| | Sakrigali junction to the river Ganges | ... | 1-1-94 | 1·99 | |
| | *Maharajpur branch* | ... | 30-11-98 | 2·48 | |
| | *Sultangunge branch* | 22-3-93 | 6-5-95 | 1·16 | |
| | *Monghyr branch*— | | | | |
| | Jamalpore to Monghyr | ... | 10-4-62 | 5·68 | |
| | 3rd line between Kalipahari and Noonia | 25-4-00 | 17-7-01 | 0·55 | |
| | | | | 6·23 | |
| | Total Branches | ... | ... | ... | 632·57 |
| | TOTAL OPEN MILEAGE, EAST INDIAN PROPER | ... | ... | ... | 1,838·04 |

REMARKS.

2. East Indian railway—*concluded.*

(*a*) *General conditions*—concluded.

(v) *Terms of working.*—Surplus profits (after payment of interest on debentures, annuity, interest on deferred portion of annuity, interest due to Government on capital advances, etc., and contribution to Provident Fund) up to a sum of 25 lakhs of rupees to be divided in proportion of four-fifths to Government and one-fifth to Company. Any excess over 25 lakhs of rupees to be divided in proportion of fourteen-fifteenths to Government and one-fifteenth to Company.

(vi) *Rates and fares.*—Certain maximum and minimum rates and fares have been fixed within which the Company is permitted to vary its rates.

3. Delhi-Umballa-Kalka railway—

(*a*) Delhi-Umballa-Kalka railway is worked under the following contracts:—

*Contracts of*—24th January 1889 (between the Secretary of State and the East Indian Railway Company) for working.

12th February 1889 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for construction.

19th March 1890 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for raising of additional capital by the issue of debentures.

19th December 1895 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) conceding to the Company from the 1st January 1893 the 2 per cent. of gross earnings hitherto retained by Government.

9th June 1897 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) guaranteeing interest at the rate of 3¼ per cent. on its share capital.

(*b*) The general conditions of the contracts are as follows:—

(i) *Government aid.*—By the contract of 9th June 1897, Government supplement the net earnings of the Company for the year 1896 and each succeeding year by such an annual subsidy as will enable the Company, after payment of debenture interest, to pay a dividend of 3¼ per cent. per annum on their share capital. Land was also provided free of cost.

(ii) *Currency of contract.*—The contract determines by the effluxion of time on the 31st December 1916, unless some arrangement is effected for continuing the working. Should such arrangements be made, Government may determine the contract on the 31st December 1926 or on the 31st December of any subsequent tenth year. On determination, Government are to receive possession of the railway, and to pay the Company a sum equal to 25 times the average yearly profits of the Company during the preceding five years. Subsidy payments by Government are to be excluded from the profits of the Company in calculating the price to be paid on purchase by Government.

(iii) *Power of Company to surrender contract.*—Nil.

(iv) *Terms of working.*—Government undertake (through the agency in the first instance of the East Indian Railway Company) to supply the necessary rolling-stock and to work and maintain the line until the 31st December 1916, taking 48 per cent. of the gross receipts of the railway for the working agency, and paying over 52 per cent. to the Company. Surplus profits in excess of 3¼ per cent. per annum are divided equally between Government and the Company until Government have been repaid advances of subsidy, with interest. Thereafter, all surplus profits belong to the Company.

(v) *Rates and fares.*—To be agreed upon from time to time between the Secretary of State and the working agency; but in the case of that portion of the line between Delhi and Umballa to be not more than the maximum, nor less than the minimum, rates and fares in force on the East Indian railway, and in the case of that portion between Umballa and Kalka to be not more than three times such maximum nor less than such minimum.

**Appendix 47.**
History of railways.



*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 1 (*a*) | **EAST INDIAN SYSTEM**—*continued.* | | | | |
| | Brought forward | ... | ... | ... | 1,838·04 |
| | *Lines under construction or sanctioned for construction*— | | | | |
| | Sitarámpur junction to Domohani | 13-7-99 | * | 6·99 | |
| | Barun to Daltonganj, including colliery branch | 16-5-97 | 30-3-02† | 78·32 | |
| | Shikohabad to Farukhabad | 13-1-98 | § | 65·82 | |
| | Colliery lines | 9-12-01 | ... | 14·01 | |
| | Total lines under construction | ... | ... | ... | 165·14 |
| | GRAND TOTAL, EAST INDIAN PROPER | ... | ... | ... | 2,003·18 |
| | DOUBLE LINE—MAIN LINE AND BRANCHES.— | | | | |
| | Howrah to Serampore | ... | 10-3-57 | 11·74 | |
| | Serampore to Chandernagore | ... | 1-2-58 | 8·38 | |
| | Chandernagore to Hooghly | ... | 1-5-58 | 3·11 | |
| | Hooghly to Magra | ... | 1-10-58 | 5·49 | |
| | Magra to Pundooah | ... | 25-2-59 | 8·82 | |
| | Pundooah to Burdwan | ... | 1-10-59 | 28·72 | |
| | Burdwan to Khána | ... | 1-1-59 | 8·22 | |
| | Khána to Durgapur | ... | 1-6-70 | 31·35 | |
| | Durgapur to Raneegunge | ... | 2-9-70 | 14·36 | |
| | Raneegunge te Sítarámpur | ... | 19-12-70 | 16·85 | |
| | Sítarámpur to Luckeeserai | ... | 1-1-71 | 124·64 | |
| | Luckeeserai to Burhee | ... | 22-6-60 | 9·82 | |
| | Burhee to Barh | ... | 22-2-68 | 27·10 | |
| | Barh to Futwah | ... | 11-1-68 | 25·87 | |
| | Futwah to Dinapore | ... | 20-3-67 | 19·63 | |
| | Dinapore to Bihta | ... | 13-8-68 | 10·93 | |
| | Bihta to Arrah | ... | 28-3-70 | 13·50 | |
| | Arrah to Buxar | ... | 13-8-68 | 42·67 | |
| | Buxar to Dildárnagar | ... | 15-4-82 | 22·46 | |
| | Dildárnagar to Zamánia | ... | 20-5-82 | 8·59 | |
| | Zamánia to Sakaldiha | ... | 20-9-82 | 16·28 | |
| | Sakaldiha to Moghal Sarai | ... | 10-8-82 | 11·49 | |
| | Hooghly bridge branch | ... | 15-3-87 | 4·22 | |
| | Sitarampur to Barakar | ... | 6-3 01 | 9·76 | |
| | TOTAL DOUBLE LINE | ... | ... | ¶ 84·00 | |
| 1 (*b*) | DELHI-UMBALLA-KALKA— (*5′ 6″ gauge.*) | | | | |
| | Delhi to Kalka | ... | 1-3-91 | 162·24 | |
| | TOTAL, DELHI-UMBALLA-KALKA | ... | ... | ... | 162·24 |
| 1 (*c*) | SOUTH BEHAR (LUCKEESERAI-GYA)— (*5′ 6″ gauge.*) | | | | |
| | Luckeeserai to Gya | ... | 5-7-99 | 78·76 | |
| | TOTAL, SOUTH BEHAR | ... | ... | ... | 78·76 |
| | Carried over | ... | ... | ... | 2,244·18 |

* Opened on the 15th April 1902.
† Probable date of opening.
§ Commencement of work not yet authorized.
¶ Excluding 8·60 miles, between Ghaziabad and Shahdara opened on the 20th February 1902.

| REMARKS. |
|---|
| **4. South Behar railway—** |
| (*a*) The South Behar railway is worked under the following contracts :— |
| *Contracts of*—7th August 1895 (between the Secretary of State and the South Behar Railway Company) for construction. |
| 22nd August 1895 (between the Secretary of State and the East Indian Railway Company) for working. |
| (*b*) The general conditions of the contracts are as follows :— |
| (i) *Government aid.*—Government, in respect of each half-year, allow to the South Behar Railway Company, by way of rebate on the share attributable to the East Indian railway of the receipts from traffic interchanged between the two railways, a sum not exceeding 30 per cent. of such share as will, together with the net earnings of the South Behar Company, make up an amount equal to interest for the half-year at the rate of 4 per cent. per annum on the actual capital expenditure on the South Behar railway. For the purpose of calculating this rebate, the capital expenditure is to be regarded as not exceeding Rs. 120 lakhs, and the amount towards making up which the rebate is to be allowed is to be limited to Rs. 2,40,000 in any half-year. Land also was given free of cost. |
| (ii) *Currency of contract.*—Government have power to determine the contract on the 31st June 1919, or at the end of any subsequent period of ten years from that date, by giving twelve months' notice. In case of such determination, the Government will pay to the Company in England an amount equal to the total paid up capital in sterling, so far as such capital has been expended on the undertaking with the authorisation of the Secretary of State. |
| (iii) *Power of Company to surrender contract.*—Nil. |
| (iv) *Terms of working.*—For the first two years after the opening of any section, the cost of maintenance is to be a charge against capital, Government retaining only 35 per cent. of the gross earnings for providing rolling-stock and working the line, the remaining 65 per cent. going to the Company. Thereafter, Government retain 45 per cent. of the gross earnings to meet the cost of maintaining, stocking and working the line, the Company taking the remaining 55 per cent. |
| (v) *Rates and fares.*—To be agreed upon from time to time between the Government and the working agency within the miximum and minimum rates and fares in force on the East Indian railway. |
| **5. Tarkessur railway—** |
| (*a*) The Tarkessur railway is worked under the following contracts :— |
| *Contracts of*—8th September 1883 (between the Secretary of State and the Tarkessur Railway Company) for construction. |
| 15th September 1887 (between the Secretary of State and the East Indian Railway Company) for working. |
| 1st March 1888 (between the Secretary of State and the Tarkessur Railway Company) for working. |
| (*b*) The general conditions of the contract are as follows :— |
| (i) *Government aid.*—Land was provided free of cost. |

**Appendix 47.**
History of railways.

**APPEN**

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 1 (*a*) | **EAST INDIAN SYSTEM**—*continued.* | | | | |
| | Brought forward . | ... | ... | ... | 2,244·18 |
| 1 (*d*) | TARKESSUR— *(5′ 6″ gauge).* | | | | |
| | Seoraphuli to Tarkessur . . . . . | 20-2-83 | 1-1-85 | 22·23 | |
| | TOTAL, TARKESSUR . | ... | ... | ... | 22·23 |
| 1 (*f*) | REWAH— *(2′ 6″ gauge).* | | | | |
| | Rewah to Sutna . . . . . | 18-5-97 | * | 31·81 | |
| | TOTAL, REWAH . | ... | ... | ... | 31·81 |
| 1 (*e*) | KALKA-SIMLA— *(2′ 6″ gauge)* | | | | |
| | Kalka to Simla . . . . . | 29-6-98. | Oct. 1903† | 60·00 | |
| | TOTAL, KALKA-SIMLA . | ... | ... | ... | 60·00 |
| | GRAND TOTAL, EAST INDIAN SYSTEM . | ... | ... | ... | 2,358·22 |

* Commencement of work not yet authorized.

† Probable date of opening.

REMARKS.

5. **Tarkessur railway**—*concluded.*

(*b*) *General conditions*—concld.

(ii) *Currency of contract.*—The contract of 1883 terminates on the 7th September 1982, but the Secretary of State, by giving twelve months' previous notice, has the power to determine the contract after the railway has been opened for thirty years, and thereafter at intervals of ten years. In the event of such determination, Government are to pay the Company a sum equal to the aggregate net profits during the twenty years preceding.

(iii) *Power of Company to surrender contract.*—Nil.

(iv) *Terms of working.*—The East Indian Railway Company supply the necessary rolling-stock and work the line in consideration of the following half-yearly payments :—

Working expenses calculated at the same percentage of the gross earnings as obtains on the East Indian railway system as a whole, five per cent. of the gross earnings as hire of rolling-stock, a contribution to the East Indian railway Provident Fund in accordance with the rules of the fund, and one-fifth of the balance of the gross earnings above charges.

The remaining four-fifths of the balance are paid to the Tarkessur Railway Company.

(v) *Rates and fares.*—Certain maxima have been fixed, and the Company are authorized to charge within those maxima such rates and fares as may from time to time be mutually agreed upon.

6. **Rewah.**—The actual construction of the line has not yet been sanctioned by the Rewah Durbar.

7. **Kalka-Simla railway.**—

(*a*) The Kalka-Simla railway is under construction and will be worked under the following contracts :—

*Contracts of*—29th June 1898.—(Between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for construction and working.

15th November 1901—Contract supplemental to that of 1898.

(*b*) The present conditions of the contracts are as follows :—

(i) *Government aid.*—Land was provided free of charge.

(ii) *Terms of contract.*—The line is being constructed without a guarantee at the cost of the Delhi-Umballa-Kalka Railway Company, for which purpose the Company is authorised to raise further share capital, in addition to the capital already issued for the existing undertaking, to such an amount as may be mutually agreed upon. The amount agreed upon so far is £600,000.

(iii) *Currency of contract.*—Government may determine the contract, on giving twelve months' notice, either on the expiration of twenty-five years or on the 31st December 1928 or on the expiration of any subsequent period of ten years. Government may also determine, on giving notice, if the Company fail to comply with the obligations of the contract. In the former case, Government will pay a sum equal to twenty-five times the amount of the average yearly net earnings during the five years immediately preceding the time of termination, but not exceeding by more than 50 per cent., or not being less than the total capital in sterling expended. In the latter case, Government will pay the fair value of the railway and works.

(iv) *Power of Company to surrender contract.*—Nil.

(v) *Terms of working.*—From the gross earnings, will be deducted all charges properly debitable to revenue as working expenses and the balance paid to the Company.

(vi) *Rates and fares.*—Certain maxima and minima have been fixed, and, subject to certain special conditions regarding charge for tunnels and rack system portions, the Company can vary such rates within the maxima and minima.

8. **General remarks.**—The East Indian railway works over the following lengths of foreign lines :—Agra East Bank to Agra Fort (1 mile) of the Rajputana-Malwa railway; and Kidderpore Docks to Naihati (34·50 miles) of the Eastern Bengal State railways. The following portions of the East Indian railway are worked over by other lines :—at Katni (0·55 mile) by the Bengal-Nágpur railway; Agra to Tundla (12·75 miles), at Cawnpore (1·92 miles), at Manikpur (0·63 mile), and at Katni (0·42 mile) by the Indian Midland railway; and Ghaziabad to Delhi (13 miles) by the North Western and Oudh and Rohilkhand State railways. A length of this railway from Delhi to the junction with the Southern Punjab railway, 1·33 miles, is worked over by the North Western State railway.

Appendix 47.
History of railways.



*History of railways constructed and in progress*

| Class. No. | Name and sections and railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| 1 (*a*) | **EAST INDIAN SYSTEM**—*concluded.* | | | | |
| 9 (*k*) | **GAEKWAR'S DABHOI**—<br>(*See* Bombay, Baroda and Central India system.) | | | | |
| 9 (*k*) | **GAEKWAR'S MEHSANA**—<br>(*See* Bombay, Baroda and Central India system.) | | | | |
| 9 (*f*) | **GODHRA-RUTLAM-NAGDA**—<br>(*See* Bombay, Baroda and Central India system.) | | | | |

DIX 47—*continued.*



*on the 31st December 1901, alphabetically arranged.*

| REMARKS. |
|---|
| 9. **Details of construction.—** |
| (*a*) *Permanent-way.*— |
| *East Indian railway.*—The main line is laid with wooden and cast iron plate sleepers. The rails, varying in weight from 74 lb. to 82lb. to the yard, are being replaced by 85lb. steel rails. On the Ondál loop, the rails are laid on transverse timber sleepers and cast iron bowl and plate sleepers. On the Jherriah branch, the rails are iron, cut, 18′ 6″ long, and are laid on timber sleepers. On the Giridih branch, the rails are laid on transverse timber sleepers and cast iron bowl and plate sleepers. On the Patna-Gya branch, the first 29 miles are laid with 64lb. rails. On the Moghal Sarai-Gya extension, double headed 75lb. rails are laid with cast iron chairs and timber sleepers. On the Jubbulpore branch, the first 54 miles are laid with 82lb. rails and the rest with 74lb. rails on creosoted sleepers of fir and sâl. The Azimganj branch is laid with 82lb. rails on Denham Olphert's plate sleepers. |
| *Delhi-Umballa-Kalka railway.*—The permanent-way consists of double-headed steel rails, 75lb. to the yard, laid on Denham Olphert's sleepers. |
| *South Behar railway.*—The permanent-way is of the East Indian railway standard design with double-headed rails, 75lb. to the yard, laid half with cast iron chairs and timber sleepers and half with Denham Olphert's sleepers. |
| *Tarkessur railway.*—The permanent-way consists of 74lb. rails and fastenings of wrought iron purchased from the East Indian railway, the sleepers used being transverse plate of cast iron of the Denham Olphert's latest pattern. |
| *Kalka-Simla railway.*—The permanent-way will be 41lb. steel flat bottomed rails on wooden sleepers. |
| (*b*) *Ballast.*—The line is ballasted throughout with stone. |
| (*c*) *Tunnels.*— |
| *East Indian railway.*—The only important tunnel is the "Monghyr," 900 feet in length, at mile 295¾ on the loop line, between Bariarpur and Jamalpur. |
| *Kalka-Simla railway.*—The following are the important tunnels on this line:—Gamma 510 feet, mile 5·62; Koti, 2,225 feet in length, at mile 10; Kammarhatti I, 552 feet, mile 25; Barogh, 3,752 feet, mile 26½; Solon IV, 1,000 feet, mile 30¼; Brewery I, 810 feet, mile 31·75; Muttia II, 760 feet, mile 34·62; Ranoo I, 530 feet, mile 42; Kandaghat I, 1,225 feet, mile 35½; Taradevi I, 1,665 feet mile 53; and Simla, 1,140 feet, at mile 59¾. There are 67 other tunnels, varying from 15 feet to 420 feet in length, aggregating 10,605 feet. |
| (*d*) *Bridges.*—The following are the important bridges of 1,000 feet length and over:—Sone (between Bihta and Koilwar), 28 spans of 150 feet; Jumna (Allahabad) 14 spans of 200 feet, 1 span of 30 feet, and 1 span of 29 feet; Jumna (Delhi), 12 spans of 211½ feet and 2 spans of 34½ feet; Jubilee (between Hooghly and Naihati), 2 spans of 523¾ feet and 1 span of 106½ feet; Tonse (between Meja Road and Karchana), 7 spans of 150 feet and 2 spans of 32 feet; Kuel (Luckeeserai), 9 spans of 150 feet; Barákar, 5 spans of 150 feet, 6 spans of 100 feet and 1 span of 200 feet; Sone (Dehri), 93 spans of 100 feet; Phulgu (between Maupur and Gya), 18 spans of 100 feet and 1 span of 30 feet; Soma (between Luckeeserai and Gya), 3 spans of 60 feet and 30 spans of 30 feet; and Sukri (between Worsleyganj and Narwadah), 16 spans of 60 feet. |
| (*e*) *Fencing.*—The line is double fenced throughout, excepting the Azimgarh branch and Barákar-Kátrásgarh section of the Jherriah branch, which are unfenced, and also the Moghal Sarai-Gya Luckeesari section which is fenced near villages, round station yards and for a short distance near each level crossing only. |
| (*f*) *Curves.*—There are at present no curves of less than 1,000 feet radius. |
| (*g*) *Gradients.*—Of a total open mileage of 2,101·27 miles on the system, 334·45 miles are on a gradient of 1 in 300, or steeper. |

P. T. O.

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 8 (*a*) | **GREAT INDIAN PENINSULA SYSTEM—** | | | | |
| | *(5′ 6″ gauge.)* | | | | |
| | NORTH-EAST LINE— | | | | |
| | *Main line—* | | | | |
| | Victoria terminus to Bori Bandar | 31-10-50 | 1-1-82 | 0·19 | |
| | Bori Bandar to Thána | | 18-4-53 | 20·54 | |
| | Thána to Kalyán (Thána to Persick) | 28-3-51 | 1-5-54 | 12·65 | |
| | Thána to Kalyán (Persick to Kalyán) | 22-5-52 | | | |
| | Kalyán to Vásind | 20-5-53 | 1-10-55 | 16·14 | |
| | Vásind to Asángaon | | 6-2-60 | 3·75 | |
| | Asángaon to Kásárá | | 1-1-61 | 21·84 | |
| | Kására to Igatpuri (Thull Ghât) | | 1-1-65 | 9·89 | |
| | Igatpuri to Násik | 25-3-67 | 28-1-61 | 31·43 | |
| | Násik to Chálisgaon | | 1-10-61 | 87·24 | |
| | Chálisgaon to Jalgaon | | 6-10-62 | 57·48 | |
| | Jalgaon to Bhusával | | 20-5-63 | 15·01 | |
| | Bhusával to Burhánpur | | 20-11-65 | 33·91 | |
| | Burhánpur to Khandwa | | 3-9-66 | 42·79 | |
| | Khandwa to Bir | 1858 | 17-2-68 | 21·15 | |
| | Bir to Itársi | | 1-1-70 | 89.27 | |
| | Itársi to Soházpur | | 1-2-70 | 30·69 | |
| | Soházpur to Jubbulpore | | 8-3-70 | 121·14 | |
| | Total Main line | ... | ... | ... | 615·11 |
| | *Branches—* | | | | |
| | *Chalisgaon-Dhulia branch—* | | | | |
| | Chalisgaon to Dhulia | 15-7-97 | 15-10-00 | 34·95 | |
| | *Jalgaon-Amalner branch—* | | | | |
| | Jalgaon to Dharangaon | Jany. '98 | 20-2-00 | 18·87 | |
| | Dharangaon to Amalner | | 4-4-00 | 16·00 | |
| | | | | 34·87 | |
| | *Nágpur branch—* | | | | |
| | Bhusával Junction to Malkápur | 27-9-58 | 20-5-63 | 30·05 | |
| | Malkápur to Shegaon | | 24-10-64 | 32·53 | |
| | Shegaon to Badnera | | 18-12-65 | 72·67 | |
| | Badnera to Pulgaon | | 16-7-66 | 40·29 | |
| | Pulgaon to Sindi | | 5-11-66 | 38·27 | |
| | Sindi to Nágpur | | 20-2-67 | 29·44 | |
| | | | | 243·25 | |
| | *Wardha Coal branch—* | | | | |
| | Wardha to mile 18·44 | 5-2-72 | 1-2-79 | 18·44 | |
| | Mile 18·44 to mile 40·88 | 1-4-74 | *24-12-75 | 22·44 | |
| | Mile 40·88 to Warora | | *26-4-76 | 4·00 | |
| | | | | 44·88 | |
| | *Mohpáni branch—* | | | | |
| | Gádarváda to Mohpáni | 13-2-71 | †3-9-72 | 12·47 | |
| | Mohpáni to Gotitoria | 25-2-96 | 2-11-96 | 1·07 | |
| | Mohpáni to new coal fields | 12-3-96 | 3-6-00 | 0·14 | |
| | | | | 13·68 | |
| | Total Branches | ... | ... | ... | 371·63 |
| | TOTAL, NORTH-EAST LINE | ... | ... | ... | 986·74 |
| | Carried over | ... | ... | ... | 986·74 |

* For coal traffic only; subsequently opened for public traffic as follows: mile 18·44 to mile 21 on
† For coal traffic only; opened for public traffic on 1st January 1881.

*on the 31st December 1901 alphabetically arranged.*

| REMARKS. |
|---|

**1. Lines comprising system.**—The Great Indian Peninsula railway system is made up of—

| | | Open line. Miles. | Under construction. Miles. | Total. Miles. |
|---|---|---|---|---|
| (*a*) Great Indian Peninsula railway | (5′ 6″ gauge) | 1,548·28 | ... | 1,548·28 |
| (*b*) Khámgaon railway | (5′ 6″ gauge) | 7·89 | ... | 7·89 |
| (*c*) Amráoti railway | (5′ 6″ gauge) | 5·72 | ... | 5·72 |
| (*d*) Indian Midland railway | (5′ 6″ gauge) | 796·25 | ... | 796·25 |
| (*e*) Bina-Goona-Baran railway | (5′ 6″ gauge) | 145·59 | ... | 145·59 |
| (*f*) Bhopal-Ujjain railway | (5′ 6″ gauge) | 113·27 | ... | 113·27 |
| (*g*) Bhopal-Itársi railway | (5′ 6″ gauge) | 57·39 | ... | 57·39 |
| (*h*) Gwalior Light railway | (2′ 6″ gauge) | 126·14 | 56·82 | 182·96 |
| | Total | 2,800·53 | 56·82 | 2,857·35 |

**2. Great Indian Peninsula railway—**

(*a*) The Great Indian Peninsula railway is worked under the following contract:—

*Contract of*—21st December 1900—Contract for working the Great Indian Peninsula railway and Indian Midland railway systems as one undertaking.

(*b*) The general conditions of the contract are as follows:—

(i) *Government aid*—Government to pay interest at 3 per cent. per annum on the amount for the time being paid up, or credited as paid up, on the shares or stock in the new capital of the Great Indian Peninsula Railway Company which is at present authorised at £ 2,575,000. All capital will be provided by the Secretary of State bearing interest at the rate of 3½ per cent. per annum or at such other rate as may be agreed upon; or will be raised by the Company by the issue of debentures or debenture stock at such rate of interest as the Secretary of State may determine. Land was also provided free.

(ii) *Terms of contract.*—The line was purchased from the Great Indian Peninsula Guaranteed Railway Company by the State in 1900, and all the contracts then subsisting between the Secretary of State and that Company were determined. The purchase price was £ 40,781,568, * payable up to the 17th August 1948, in the form of a terminable annuity of £ 1,268,516.

| | £ |
|---|---|
| * Company's stock at date of purchase | 34,859,218 |
| Debentures and debenture stock | 5,922,350 |
| Total | 40,781,568 |

(iii) *Currency of contract.*—The contract is current for a period of 25 years from the 1st July 1900, when it will be determinable by the Secretary of State, paying the amounts paid or credited on all shares and stock and indemnifying the company for all debts and liabilities incurred under sanction.

(iv) *Power of Company to surrender contract*—Nil.

(v) *Terms of working.*—If the receipts for any year ending on the 30th day of June (after payment half-yearly to the Secretary of State of the sum of Rs. 1,00,00,000 and repayment to the Secretary of State of all interest payable on all the moneys raised after the 30th June 1900 otherwise than by the issue of share or capital stock) exceed the payments for the same period, $\frac{19}{20}$ths of the surplus are paid to the Secretary of State and $\frac{1}{20}$th to the Company. Provided that if the Company increase its new capital and issue further shares or stock as fully paid up in exchange for stock of the Company, the Company's share in such surplus shall be increased by an additional fractional share bearing the same proportion to the original fractional share of $\frac{1}{20}$th as the additional capital of the Company bears to the new authorised capital of £2,575,000, but the total fractional share of the Company is not to exceed a one-tenth share.

(vi) *Rates and fares.*—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

**3. Khamgaon and Amraoti railways—**

(*a*) The Khamgaon and Amraoti railways are worked under the following contract:—

*Contract of*—6th May 1890 (between the Secretary of State and the Great Indian Peninsula Railway Company) for working and maintenance.

(*b*) The general conditions of the contract are as follows:—

(i) *Government aid.*—These branches were constructed from the surplus revenues of the Berars.

(ii) *Currency of contract.*—Agreement to remain in force during the currency of the principal contract.

(iii) *Terms of working.*—After deducting, as working expenses, a sum equal to the same percentage of gross receipts of the railway as obtains on the whole of the undertaking including branches, *plus* 5 per cent. for rolling-stock, the balance to be paid over to Government.

(iv) *Rates and fares.*—Same rates and fares as are in force on the Great Indian Peninsula railway. In addition, certain extra tolls are leviable on the Amráoti railway.

16th June 1877 mile 21 to Warora on 7th November 1877.

P. T. O.

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 8 (*a*) | **GREAT INDIAN PENINSULA SYSTEM—*contd.*** | | | | |
| | Brought forward | .... | .... | | 986·74 |
| | SOUTH-EAST LINE— | | | | |
| | *Main line*— | | | | |
| | Kalyán to Palasdhari (Karjat) { Kalyán to Neral | 13-5-54 | 12-5-56 | 30·61 | |
| | Neral to Palasdhari | 10-1-55 | | | |
| | Palasdhari to Khandála (Bhore ghât) | 7-7-55 | 14-5-63 | 13·20 | |
| | Khandála to Lonávla (Bhore ghât) | | 14-6-58 | 2·35 | |
| | Lonávla to Poona | | 14-6-58 | 39·66 | |
| | Poona to Diksál | 5-10-55 | 15-12-58 | 64·25 | |
| | Diksál to Bársi Junction | | 23-10-59 | 50·60 | |
| | Bársi Junction to Mohol | | 21-1-60 | 28·32 | |
| | Mohol to Sholápur | | 6-6-60 | 20·51 | |
| | Sholápur to Gulbarga | 3-8-65 | 1-2-70 | 70·29 | |
| | Gulbarga to the Kistna | Dec. '65 | 1-12-70 | 73·76 | |
| | Kistna to Ráichur | | 1-5-71 | 15·31 | |
| | Total Main line | .... | .... | .... | 408·86 |
| | *Branches*— | | | | |
| | *Dhond-Manmád branch*— | | | | |
| | Dhond to Ahmednagar | 25-8-77 | 15-3-78 | 50·41 | |
| | Ahmednagar to Manmád | | 17-4-78 | 95·03 | |
| | *Khopeli branch*— | | | 145·44 | |
| | Palasdhari to Khopoli | 30-1-55 | 12-5-56 | 7·24 | |
| | Total Branches | .... | .... | .... | 152·68 |
| | TOTAL, SOUTH-EAST LINE | .... | .... | .... | 561·54 |
| | GRAND TOTAL, GREAT INDIAN PENINSULA PROPER | .... | .... | .... | 1,548·28 |
| | DOUBLE LINE—NORTH-EAST LINE— | | | | |
| | Victoria terminus to Bori Bandar | .... | 1-1-82 | 0·19 | |
| | Bori Bandar to Thána | .... | 18-4-53 | 20·54 | |
| | Thána to Kalyán | .... | 1-5-54 | 12·65 | |
| | Kalyán to Vásind | .... | 22-10-66 | 16·15 | |
| | Vásind to Atgaon | .... | 20-2-67 | 9·65 | |
| | Atgaon to Kására | .... | 25-4-67 | 15·94 | |
| | Kására to Igatpuri | .... | 1-1-65 | 9·89 | |
| | Igatpuri to Násik | .... | 10-1-69 | 31·43 | |
| | Násik to Chálisgaon | .... | 10-1-69 | 87·24 | |
| | Chálisgaon to Kajgaon | .... | 10-1-69 | 11·86 | |
| | Kajgaon to Páchora | .... | 17-3-69 | 16·05 | |
| | Páchora to Máheji | .... | 27-5-69 | 9·14 | |
| | Máheji to Bhádli | .... | 6-3-73 | 27·59 | |
| | Bhádli to Bhusával | .... | 6-6-73 | 7·84 | |
| | Bhusával to Bhusával Junction | .... | 1-7-92 | 1·11 | |
| | Bhusával Junction to Khandwa (Abna Junction) | .... | 11-1-89 | 75·12 | |
| | Bágra tunnel to Towa viaduct | .... | 1-2-70 | 0·74 | |
| | Total Double line, North-East line | .... | .... | 353·13 | |
| | DOUBLE LINE—SOUTH-EAST LINE— | | | | |
| | Kalyán to Palasdhari | .... | 25-7-70 | 30·61 | |
| | Palasdhari to Khandála, Khandála to Lonávla } Bhore ghât | .... | 14-5-63 | 13·20 | |
| | | | 14-6-58 | 2·61 | |
| | Total Double line, South-East line | .... | .... | 46·42 | |
| | Carried over | .... | .... | 399·55 | 1,548·28 |

REMARKS.

**4. Indian Midland railway—**

(*a*) The Indian Midland railway is worked under the following contracts:—

*Contract of*—2nd October 1885—Indian Midland Railway Company's principal contract.
18th March 1890.—Contract for the acquisition of the Sindia railway.
13th June 1896.—Contract for the Saugor-Katni railway.
21st December 1900.—Contract for the transfer of the working of the Indian Midland railway to the Great Indian Peninsula Railway Company.

(*b*) The general conditions of the contracts are as follows:—

(i) *Government aid.*—Interest at 4 per cent. per annum in sterling is guaranteed on £ 3 000,000 share capital. On further capital that may be required, the guarantee to be 4 per cent. or such other rate as may be agreed upon. A considerable amount of capital has been advanced by Government for the existing system, and, in the case of the Saugor-Katni extension, it has been agreed that all money required for expenditure in India shall be supplied by the Government, the Company only raising the amount required for expenditure in England. Land was also provided free.

(ii) *Currency of contract—Indian Midland contract.*—The contract of 1885 may be determined by Government, by giving 12 months' previous notice, on the 31st December 1910, or on the 31st December of any succeeding tenth year. Government may also terminate the contract at any time, on six months' notice, if the Company fail to fulfil their obligations or if the line be worked at a loss for not less than three half-years continuously. On the termination of the contract, the Company is to hand over to Government the railway and all its belongings of every description and Government is to repay the amount at par of the share capital which has been paid by the Company. The contract of 1900 is current for a period of 25 years from the 1st July 1900. But the Indian Midland Railway Company's right to a 4 per cent. guarantee on share capital and one-fourth share of surplus profits (as stated below) remains in full force till the termination of either the contract of 1885 or that of 1900.

*Sindia and Saugor-Katni railways' contracts.*—The contracts of 1890 and 1896 run concurrently with that of 1885, to which they are supplemental.

(iii) *Power of Company to surrender contract.*—Nil.

(iv) *Terms of working.*—The surplus profits for any calendar year, after providing for payment to the Government of interest on advances of capital made by it to the Company and for repayment of the interest paid by it to the Company for that year, to be divided in proportion of three-fourths to Government and one-fourth to the Company.

NOTE.—The question of revised adjustment of working charges of the Native State lines, hitherto worked by the Indian Midland Railway Company, is under settlement with the Native States concerned.

(v) *Rates and fares.*—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

(vi) *General remarks.*—The Indian Midland and Great Indian Peninsula railways were amalgamated and worked as one undertaking on behalf of the State from the 1st July 1900.

**5. Bina-Goona-Baran and Bhopal-Ujjain railways—**

(*a*) The Bina-Goona-Baran and Bhopal-Ujjain railways are worked under the following agreements:—

*Agreement of*—15th July 1896
4th August 1896
4th August 1896
12th May 1899
} (Between the Government of Her Highness the Begum of Bhopal and the Indian Midland Railway Company) for working.

20th February 1899 (between the Government of His Highness the Maharao of Kotah and the Indian Midland Railway Company) for working.

27th February 1899 (between the Government of His Highness the Nawab of Tonk and the Indian Midland Railway Company) for working.

(*b*) The general conditions of the agreements are as follows:—

(i) *Government aid.*—The line from Goona to Bárán is owned jointly by the Durbars of the Gwalior, Tonk and Kotah States; and that from Bhopal to Ujjain by the Bhopal and Gwalior States.

(ii) *Currency of agreement.*—The Agreements may be terminated on the expiry of ten years from the dates of the opening of the railways, or on the 30th June or 31st December in any year thereafter, on twelve months' notice in writing being given by either party.

**Appendix 47.**
History of railways.

**APPEN**

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 8 (*a*) | **GREAT INDIAN PENINSULA SYSTEM—*contd.*** | | | | |
| | Brought forward | ... | ... | 399·55 | 1,548·28 |
| | DOUBLE LINE—NÁGPUR BRANCH— | | | | |
| | Bhusával Junction to Nádgaon | ... | 11-1-89 | 17·72 | |
| | Nádgaon to Sitegaon | ... | 1-4-90 | 44·65 | |
| | Total Double line, Nágpur branch | ... | ... | 62·37 | |
| | GRAND TOTAL, DOUBLE LINE | ... | ... | 461·92 | |
| 8 (*b*) | KHÁMGAON. (*5′ 6″ gauge*). | | | | |
| | Jalamb to Khámgaon | 7-6-69 | 4-3-70 | 7·89 | |
| | TOTAL, KHÁMGAON | ... | ... | ... | 7·89 |
| 8 (*c*) | AMRÁOTI— (*5′ 6″ gauge*). | | | | |
| | Badnera to Amráoti | 11-6-70 | 16-2-71 | 5·72 | |
| | TOTAL, AMRÁOTI | ... | ... | ... | 5·72 |
| 8 (*d*) | INDIAN MIDLAND SECTION. (*5′ 6″ gauge*). | | | | |
| | *Main line—* | | | | |
| | Bhopal to Jhánsi | * | 1-1-89 | 180·49 | |
| | Jhánsi to Gwalior | 11-6-86 | 1-3-89 | 60·39 | |
| | Gwalior to Hatampur | 24-8-77 | 20-12-79 | 32·40 | |
| | Hatampur to Dholpur | | 15-5-81 | 8·55 | |
| | Dholpur to Agra Cantonment | 15-2-76 | 10-1-78 | 33·69 | |
| | Total, Main line | ... | ... | ... | 315·52 |
| | *Branches—* | | | | |
| | *Mánikpur branch—* | | | | |
| | Jhánsi to Mau Ranipur | 23-8-83 | 5-6-89 | 39·96 | |
| | Mau Ranipur to Bánda | | 1-8-89 | 78·96 | |
| | Bánda to Mánikpur | | 15-2-89 | 61·45 | |
| | | | | 180·37 | |
| | *Cawnpore branch—* | Cawnpore to Kalpi, 12-3-84; Kalpi to Jhansi, 3-3-86. | | | |
| | Jhánsi to Chaunrah | | 1-2-88 | 95·00 | |
| | Chaunrah to Cawnpore | | 1-4-86 | 40·22 | |
| | | | | 135·22 | |
| | Bina to point of junction with Bina-Goona-Baran railway | ... | 1-5-95 | 2·00 | |
| | Bhopal to point of junction with Bhopal-Ujjain railway | ... | 11-11-95 | 0·21 | |
| | *Bina-Sáugor-Katni branch—* | | | | |
| | Bina to Sáugor | Aug. '87 | 5-6-89 | 46·24 | |
| | Sáugor to Damoh | Dec. '95 | 26-3-98 | 47·83 | |
| | Damoh to Katni | Jan. '86 | 1-1-99 | 67·88 | |
| | From centre of Katni-Murwara station to junction with Bengal-Nágpur railway | ... | 1-1-90 | 0·71 | |
| | Connecting link with East Indian railway at Katni-Murwara from points in Indian Midland railway main line to junction with East Indian railway | ... | 1-1-99 | 0·27 | |
| | | | | 162·93 | |
| | Total Branches | ... | ... | ... | 480·73 |
| | TOTAL, INDIAN MIDLAND PROPER | ... | ... | ... | 796·25 |
| | Carried over | ... | ... | ... | 2,358·14 |

* Sanctioned in sections as follows: Bhopal to Bhilsa, 2nd March 1886; Bhilsa to Baroda, 24th June 1886;

REMARKS.

5. Bina-Goona-Baran and Bhopal-Ujjain railways—*concld.*

(*b*) General conditions—*concluded.*

(iii) *Terms of working.—Bina-Goona and Bhopal-Ujjain.*—The Company retain 50 per cent. of the gross receipts of the railway of each half-year; and receive rent for works, &c., in sole and joint use at Bina and Ujjain Junction respectively; and rent for the telegraph lines and instruments when not the property of the railway.

*Goona-Baran.*—The Company retain out of the gross receipts a sum bearing the same percentage to the entire gross receipts of the railway for each half-year as the aggregate working expenses of the whole system of the Company (including the railway) bear to the gross receipts of that system for the same half-year, not exceeding 50 per cent. of the entire gross receipts of the railway for that half-year.

(v) *Rates and fares.*—The same rates and fares as are in force from time to time on the Great Indian Peninsula railway.

6. Bhopal-Itarsi railway—

(*a*) The Bhopal-Itarsi railway is worked under the following contract :—

*Contract of*—20th April 1894 (between the Secretary of State and the Indian Midland Railway Company) for maintenance and working.

30th June 1897 (between the Government of India and Her Highness the Begum of Bhopal) for construction.

(*b*) The general conditions of the contracts are as follows :—

(i) *Government aid.*—The British Government has paid for the portion, 13·11 miles, in their own territory, and a moiety of the cost of the bridge over the Nerbudda or in all, about 13 lakhs; the Begum of Bhopal has contributed 50 lakhs for the portion of the line in her dominions.

(ii) *Currency of contract.*—The provisions in the contract between the Secretary of State and the Railway Company itself with reference to the termination of that contract extend and are applicable to the Bhopal-Itarsi railway.

(iii) *Power of Company to surrender contract.*—Nil.

(iv) *Terms of working.*—The Company receive a sum bearing the same percentage to the gross receipts of the Bhopal Itarsi railway as the aggregate working expenses of the whole open system of the Company (including the Bhopal-Itarsi railway) bear to the aggregate gross receipts of that system *plus* 5 per cent. per annum of the gross receipts of the Bhopal-Itarsi railway for use of rolling-stock. The balance of the gross receipts are divided in perpetuity between the British Government and the Ruler of Bhopal in proportion to the capital contributed by each party. In the event of the railway being worked at a loss, such loss to be borne in the same proportion.

(v) *Rates and fares.*—The same rates and fares as are in force on the Great Indian Peninsula railway.

7. Gwalior Light railway—

(*a*) The Gwalior Light railway is worked under the following agreement :—

*Agreement of*—11th October 1900 (between the Government of His Highness the Maharaja Sindia of Gwalior and the Indian Midland Railway Company) for working.

(*b*) The general conditions of the agreement are as follows :—

(i) *Government aid.*—The Gwalior Light railway is the property of the Gwalior Durbar.

(ii) *Currency of contract.*—Either party may determine the agreement by giving three months, notice.

(iii) *Terms of working.*—The gross receipts are to be collected and treated as receipts of the Indian Midland Railway Company and from them will be deducted :—

5 per cent. per annum for construction and maintenance of accommodation required for the exclusive use of the Light railway; 7½ per cent. for ballast, permanent-way, etc., including maintenance and renewal *plus* 15 per cent. to cover supervision and general charges other than those rendered in the accounts.

(v) *Rates and fares.*—Rates and fares as are in force on the Great Indian Peninsula railway.

**Appendix 47.**
History of railways.

**APPEN**

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 8 (*a*) | **GREAT INDIAN PENINSULA SYSTEM—*contd.*** | | | | |
| | Brought forward | ... | ... | ... | 2,358·14 |
| 8 (*e*) | BÍNA-GOONA-BARAN. (*5′ 6″ gauge*). | | | | |
| | From the joint boundary of the Indian Midland and Bína-Goona Baran railways, a point 2·00 miles from the centre of Bína station to Goona. | 2-3-92 | 23-9-95 | 71·71 | |
| | From centre of Goona station (mile 216—3,402 feet) to centre of Bárán station (mile 290—697 feet). | 28-1-97 | 15-5-99 | 73·88 | |
| | TOTAL, BINA-GOONA-BARAN | .. | ... | ... | 145·59 |
| 8 (*f*) | BHOPAL-UJJAIN. (*5′ 6″ gauge*). | | | | |
| | Bhopal to Ujjain | 10-11-92 | 11-11-95 | 113·27 | |
| | TOTAL, BHOPAL-UJJAIN | ... | ... | ... | 113·27 |
| 8 (*g*) | BHOPAL-ITARSI. (*5′ 6″ gauge*). | | | | |
| | *Main line—* | | | | |
| | Itársi to Hoshangabad | 31-7-80 | 1-6-82 | 10·89 | |
| | Hoshangabad to Bhopal | | 18-11-84 | 46·22 | |
| | Total, Main line | ... | ... | ... | 57·11 |
| | *Branch—* | | | | |
| | Centre of Bhopal station to the joint boundary of the Bhopal-Itársi and Indian Midland railways at Bhopal | July '94 | 11-11-95 | 0·28 | |
| | Total Branch | ... | ... | ... | 0·28 |
| | TOTAL, BHOPAL-ITARSI | ... | ... | ... | 57·39 |
| | Carried over | ... | ... | ... | 2,674·39 |

*on the 31st December 1901, alphabetically arranged.*

REMARKS.

**8. General Remarks.—**

The following length of the Great Indian Peninsula railway is worked over by foreign lines:—4·39 miles from Dadar Junction to Carnac bridge by the Bombay, Baroda and Central India railway.

The Great Indian Peninsula railway has running powers over 7·25 miles of the Bombay, Baroda and Central India railway from Dadar Junction to Colaba.

The Indian Midland railway has running powers over the following lengths of foreign lines:—2·89 miles at Agra belonging to the Rajputana-Malwa railway; 12·75 miles from Agra to Tundla belonging to the East Indian railway; 1·92 miles at Cawnpore belonging to the East Indian railway; 0·63 mile at Manickpur belonging to the East Indian railway; 0·42 mile at Katni belonging to the East Indian railway; 1·98 miles at Katni, belonging to the Bengal-Nágpur railway; 0·24 mile at Ujjain, belonging to the Bombay, Baroda and Central India railway; 0·13 mile at Itársi belonging to the Great Indian Peninsula railway; and 1·00 mile at Cawnpore belonging to the Oudh and Rohilkhand railway.

**9. Details of construction—**

(*a*) *Permanent-way—*

*Great Indian Peninsula railway.*—The rails originally laid were iron, weighing 68 lb. and 84 lb. to the yard. These have now been replaced by steel rails weighing 69 lb., 82 lb. and 86 lb. to the yard. The sleepers originally laid were chiefly wooden. These are now mostly replaced by iron pots; there were 1,672·62 miles of bowl sleepers and 65·52 miles of wooden sleepers on the 31st December 1901. The whole of the South East line, excepting the Ghât section, is laid with iron pots. On the Dhond-Mánmád line, the rails are chiefly double headed steel, 69 lb. to the yard, laid on iron pot sleepers. On the Wardha Coal railway, there are 26·88 miles of 69 lb. double headed steel rails and 27 miles of 68 lb. iron rails. The sleepers throughout are of half round teak.

*Khamgaon railway.*—The line was originally laid with 57lb. flat-footed rails on cast-iron pots, but in 1895 the whole of these were removed and replaced with second-hand Great Indian Peninsula railway 68 lb. iron rails and cast-iron pot sleepers.

*Amráoti railway.*—The permanent-way is of iron, the rails weighing 68 lb. to the yard; the sleepers are pot.

*Indian Midland railway.*—The main line is laid with flat-footed steel rails 80 lb. to the yard, and oval pot sleepers, weighing 92 lb. each bowl, excepting the line from Cawnpore to the South Bank of the Jumna river near Kalpi, where the rails are 75 lb. to the yard, double-headed, laid on Denham-Olphert's sleepers with 20 feet width formation. The late Sindia State railway was originally laid with iron rails 60 lb. to the yard on transverse deodar sleepers; the latter from time to time as they deteriorated have been renewed with Indian Midland railway pot sleepers. Up to the end of 1901, 74·53 miles of track have also been relaid with Indian Midland railway steel rails 80 lb. to the yard.

*Bina-Goona-Bárán railway.*—On the Bina-Goona section, the permanent-way consists of 75 lb. steel rails laid on steel transverse sleepers. On the Goona-Bárán section, the permanent-way consists of 75 lb. flat-footed steel rails with 4 holed fish-plates laid on deodar sleepers. Some 15 miles of Indian State railway pattern steel trough sleepers surplus from the Bhopal-Ujjain and Bina-Goona railways have been utilized on the Gwalior section.

*Bhopal-Ujjain railway.*—The permanent-way consists of 75lb. flat-footed steel rails laid on transverse steel sleepers.

*Bhopal-Itársi railway.*—The line was originally laid with 62 lb. steel rails. Up to the end of December 1901, 29·34 miles of track have been relaid with Indian Midland railway 80 lb. steel rails. The sleepers were partly of steel and partly of creosoted pine and other kinds of wood. The wooden sleepers have been renewed from time to time with Indian Midland railway pot sleepers. A similar operation has now been taken in hand with the steel trough sleepers in the road, of which two miles have been renewed with Indian Midland railway pot.

*Gwalior Light railway.*—The permanent-way consists of 30 lb. steel rails laid on sál and steel trough sleepers, Indian State railway pattern.

(*b*) *Ballast.*—The line is fully ballasted throughout.

(*c*) *Tunnels.*—The following are the tunnels of 500 feet length and over—Bhore Ghat No. 7, 858 feet; No. 8, 873 feet; No. 9, 846 feet; and No. 13 (between Palasdhari and Thakurvadi) 1,311 feet; No. 16, 594 feet; No. 22, 846 feet; and No. 23 (between Thakurvadi and Bhore Ghát Reversing) 768 feet; No. 24 (between Bhore Ghát Reversing and Khandala) 1,023 feet; Thull Ghát No. 2 (between Kasara and Thull Ghát Reversing) 1,422 feet; No. 4, 573 feet; No. 7, 1,449 feet; No. 8, 1,158 feet; and No. 11 (between Thull Ghát Reversing and Igatpuri) 765 feet; and Bagra, (between Gurra and Bagra) 891 feet. There are 27 other tunnels varying in length from 132 feet to 500 feet, aggregating 7,834 feet.

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 8 (*a*) | GREAT INDIAN PENINSULA SYSTEM—*concld.* | | | | |
| | Brought forward . . | ... | ... | ... | 2,674·39 |
| 8 (*h*) | GWALIOR LIGHT. | | | | |
| | (*2′ 6″ gauge*). | | | | |
| | Gwalior to Sipri . . . . . | ... | 2-12-99 | 73·81 | |
| | Gwalior to Bhind . . . . . | ... | 2-12-99 | 52·33 | |
| | Total open mileage . | ... | ... | ... | 126·14 |
| | *Line under construction or sanctioned for construction—* | | | | |
| | Gwalior to Subalgarh . . . . . | 4-10-01 | ... | 56·82 | |
| | Total line under construction . | ... | ... | ... | 56·82 |
| | TOTAL, GWALIOR LIGHT . | ... | ... | ... | 182·96 |
| | GRAND TOTAL, GREAT INDIAN PENINSULA SYSTEM . | ... | ... | ... | 2,857·35 |
| 21 (*c*) | **GUNTAKAL-MYSORE FRONTIER—** (*See* Southern Mahratta system.) | | | | |
| 8 (*h*) | **GWALIOR LIGHT—** (*See* Great Indian Peninsula system.) | | | | |
| 6 (*b*) | **HARDWAR-DEHRA—** (*See* Oudh and Rohilkhand system.) | | | | |
| 21 (*d*) | **HINDUPUR (YESVANTPUR-MYSORE FRONTIER).** (*See* Southern Mahratta system.) | | | | |

**DIX 47—*continued.***

***on the 31st December 1901, alphabetically arranged.***

| REMARKS. |
|---|
| **9. Details of construction—*concld.*** |
| (*d*) *Bridges.*—The important bridges of 1,000 feet length and over are as follows:—Bhima (between Diksal and Katraj) 28 spans of 40 feet; Cogni (between Shahabad and Wadi) 16 spans of 75 feet, 6 spans of 60 feet, and 12 spans of 30 feet; Krishna (between Krishna and Chicksugur) 36 spans of 100 feet; Tápti (between Bhusaval and Daskheda) 5 spans of 142 feet, and 28 spans of 62 feet; Mund (between Naghjhari and Paras) 15 spans of 60 feet; Towa (between Gurra and Bagra) 4 spans of 202 feet, and 2 spans of 132 feet; Nerbudda (between Bikrampur and Shahpura) 5 spans of 142 feet, and 6 arches of 40 feet; Bhima (between Dhond junction and Pimpri) 28 spans of 40 feet; Godávari (between Puntamba and Samvatsar) 21 spans of 50 feet; Kén (between Khairada and Banda) 12 spans of 100 feet, and 1 span of 250 feet; Betwa, (between Oorcha and Barwa Sagar) 13 spans of 150 feet, and 1 span of 60 feet; Dhassan (between Rora and Harpalpur) 13 spans of 100 feet; Jumna (between Chaunrah and Kalpi) 10 spans of 250 feet; Bearmi (between Damoh and Ghatira) 11 spans of 100 feet; Betwa (between Talbahat and Basai) 9 spans of 150 feet; Sindh (between Sanagir and Dabra) 9 spans of 100 feet, and 1 span of 60 feet; Chambal (between Hetampur and Dholpur) 12 spans of 186 feet, and 2 spans of 136 feet; Betwa (between Bina and Damoh Mangavali), 16 spans of 100 feet; Parboti (between Dharmaoda and Bhuba), 11 spans of 100 feet; and Nerbudda (between Hoshangabad and Budni) 14 spans of 150 feet, and 1 span of 60 feet. |
| (*e*) *Fencing.*— |
| *Great Indian Peninsula railway.*—The line, with the exception of the Mohpani, Chalisgaon-Dhulia and Jalgaon-Amalner branches is well fenced throughout. |
| *Khámgaon railway.*—About 1·26 miles of wire fencing have been provided at each end of the line, the remaining portion being unfenced. |
| *Amráoti railway.*—The line is fenced only at the Badnera and Amráoti ends. |
| *Indian Midland railway.*—The line is fenced throughout, except between Banda and Jhánsi on the Jhánsi-Manickpur section. On the Saugor-Katni branch, fencing has been erected through Saugor Cantonments and at Damoh and Katni-Murwara stations only. |
| *Bina-Goona-Bárán railway.*—The line is fenced throughout from Bina to Goona, but the Goona-Bárán section is unfenced except at stations. |
| *Bhopal-Ujjain railway.*—The line is fenced only at, and in the vicinity of, stations, towns and important level crossings. |
| *Bhopal-Itársi railway.*—The line is wholly fenced. |
| *Gwalior Light railway.*—The line is fenced between Gwalior and Morar only. |
| (*f*) *Curves.*—On the 5′ 6″ gauge section the sharpest curve has a radius of 990 feet; it is 0·34 mile long and is situated between mile 75 and 76 from Bombay. |
| *Gwalior Light railway.*—The sharpest curve in station yards has a radius of 200 feet. The sharpest curve out of stations has a radius of 955 feet. |
| (*g*) *Gradients.*—Of a total open mileage on the system of 2,800·53 miles, 28·42 miles are on a gradient of 1 in 80 or steeper on the 5′ 6″ gauge, and 1·17 miles on 1 in 40 on the 2′ 6″ gauge Gwalior Light railway. |

*P. T. O.*

**Appendix 47.**
History of railways.

**APPEN**

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 31 (*a*) | **HOWRAH-AMTA LIGHT—** (*2′ 0″ gauge.*) | | | | |
| | *Main line—* | | | | |
| | Telkul ghât (Howrah) to Dumjur | 27-3-95 | 1-7-97 | 9·20 | |
| | Dumjur to Bárgachia | | 2-10-97 | 5·87 | |
| | Bárgachia to Maju | | 4-5-98 | 5·50 | |
| | Maju to Amta | | 1-6-98 | 6·62 | |
| | Total Main line | ... | ... | ... | 27·19 |
| | *Branch—* | | | | |
| | Bárgachia to Jagatbalabpur | 27-3-95 | 2-10-97 | 1·50 | |
| | Total Branch | ... | ... | ... | 1·50 |
| | TOTAL, HOWRAH-AMTA | ... | ... | ... | 28·69 |

*on the 31st December 1901, alphabetically arranged.*

REMARKS.

1. **Howrah-Amta Light railway—**

(*a*) The Howrah-Amta Light railway is worked on the terms in Bengal Government, Public Works Department, Notification No. 111, dated the 26th March 1895, under the following agreement :—

*Agreement of*—12th June 1889 (between the District Board of Howrah and the Bengal District Road Tramways Company).

(*b*) The general conditions are as follows :—

(i) *Aid by the District Board.*—As subsidy for payment of interest, the District Board has guaranteed a sum sufficient to make the net earnings equivalent to Rs. 1,100 per annum per mile constructed and opened, limited to a maximum annual payment of Rs. 28,000. The free use of the district road, not exceeding 16 feet and on one side only, has been granted to the company for the purpose of laying the line, a clear width of 14 feet being left for vehicular traffic.

(ii) *Currency of agreement.*—The District Board has the power of determining the agreement after 21 years. In the event of the District Board of Howrah exercising, in conjunction with the District Board of Hooghly and the Municipality of Howrah, the right of purchase conferred upon them by section 41 of Act 3 of 1893 (Bengal Code), the value to be placed upon the railway to be calculated by adding to the value of the whole railway from Howrah to Amta with all its equipments, as a dividend earning investment, a bonus of 20 per cent. over and above such value.

(iii) *Terms of working.*—Whenever the net earnings of the Company in respect of the railway are in excess of 4 per cent. upon the capital for the time being of the Company, such surplus profits are divided between the Company and the District Board in equal proportions.

(iv) *Rates and fares.*—Certain maxima have been fixed within which the Company is permitted to vary its rates.

(v) *General remarks.*—The line generally runs through the town of Howrah and along the district road after leaving Howrah. Diversions have been made to avoid sharp curves in the road. On the 13th January 1899 the Indian Railways Act, IX of 1890, except section 135, was applied to the line.

2. **Details of construction—**

(*a*) *Permanent-way.*—The permanent-way consists of steel rails, Vignole's pattern, 25 lb. to the yard, laid on cross-sleepers of pyinkado.

(*b*) *Ballast.*—The line is ballasted throughout.

(*c*) *Fencing.*—The line is unfenced.

(*d*) *Curves.*—The sharpest curve, sanctioned specially for the town of Howrah, is of 144 feet radius.

(*e*) *Gradients.*—Of a total mileage of 28·69 miles, 1·1 miles are on a gradient of 1 in 100, or steeper.

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Appendix 47.
History of railways.

APPEN

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 32 (*a*) | **HOWRAH-SHEAKHALA LIGHT—** (*2′ 0″ gauge.*) | | | | |
| | *Main line—* | | | | |
| | Kadamtolla to Chanditala | 27-3-95 | 2-8-97 | 8·88 | |
| | Chanditala to Kistrampur | | 10-9-97 | 3·75 | |
| | Kistrampur to Sheakhala | | 7-11-97 | 4·75 | |
| | Total Main line | ... | ... | ... | 17·38 |
| | *Branch—* | | | | |
| | Chanditala to Janai | 27-3-95 | 5-5-98 | 2·37 | |
| | Total Branch | ... | ... | ... | 2·37 |
| | TOTAL, HOWRAH-SHEAKHALA | ... | ... | ... | 19·75 |
| 10 (*c*) | **HYDERABAD-GÓDÁVARI VALLEY—** (*See* Nizam's Guaranteed State system.) | | | | |
| 8 (*d*) | **INDIAN MIDLAND—** (*See* Great Indian Peninsula system.) | | | | |
| 9 (*m*) | **JAIPUR** (Siwai-Madhopur.) (*See* Bombay, Baroda and Central India system.) | | | | |
| 7 (*d*) | **JAMMU AND KASHMIR** (Native state section)— (*See* North Western system.) | | | | |
| 20 (*b*) | **JAMNAGAR—** (*See* Bhavnagar-Gongal-Junagad-Porbandar system.) | | | | |
| 20 (*c*) | **JETALSAR-RÁJKOT—** (*See* Bhávnagar-Gondal-Junágad-Porbandar system.) | | | | |

*on the 31st December 1901, alphabetically arranged.*

REMARKS.

1. **Howrah-Sheakhala Light railway—**

(*a*) The Howrah-Sheakhala Light railway is worked on the terms in Bengal Government, Public Works Department, Notification No. 112, dated the 26th March 1885, under the following agreements :—

*Agreements of*—12th June 1889 (between the District Board of Howrah and the Bengal District Road Tramways Company).

16th July 1889 (between the District Board of Howrah and the Bengal District Road Tramways Company).

(*b*) The general conditions are as follows :—

(i) *Aid by the District Board.*—As subsidy for payment of interest, the District Board has guaranteed to make up the net earnings to Rs. 950 per mile constructed and opened per annum. Land was also provided free of charge.

(ii) *Currency of agreement.*—The agreement is current for a period of 21 years. In the event of the District Board of Howrah exercising, in conjunction with the District Board of Hooghly and the Municipality of Howrah, the right of purchase conferred upon them by section 41 of Act III of 1883 (Bengal Code), the price to be placed upon the tramway to be calculated by adding to the value of the whole tramway from Howrah to Sheakhalla with all its equipment as then constituted a bonus of 15 per cent. over and above such value.

(iii) *Terms of working.*—Whenever the net earnings of the Company are in excess of 4 per cent. upon the capital of the Company actually paid up and expended for the time being, such surplus profits are divided between the Company and the District Board in the proportion of two-thirds to the Company and one-third to the District Board.

(iv) *Rates and fares.*—Certain maxima have been fixed within which the Company is permitted to vary its rates.

(v) *General remarks.*—On the 13th January 1899 the Indian Railways Act, IX of 1890, except section 135, was applied to the line.

2. **General remarks.**—The Howrah-Sheakhala railway works over 2·00 miles of the Howrah-Amta railway from Howrah to Kadamtolla.

3. **Details of construction—**

(*a*) *Permanent-way.*—The permanent-way consists of steel rails, Vignole's pattern, 25lb. to the yard, laid on cross sleepers of pyinkado.

(*b*) *Ballast.*—The line is ballasted throughout.

(*c*) *Fencing.*—The line is unfenced.

(*d*) *Curves.*—The sharpest curves, sanctioned specially for Howrah town, are of 144 feet radius.

(*e*) *Gradients.*—Of a total mileage of 19·75 miles, 0·20 mile is on a gradient of 1 in 100, or steeper.

**Appendix 47.**
History of railways.

**APPEN**

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | **JODHPUR-BIKANER SYSTEM—** (*3′ 3⅜″ gauge.*) | | | Miles. | Miles. |
| 18(*a*) | *Jodhpur section—* | | | | |
| | Marwar railway Junction to Marwar Pali | 1883 | 24-6-82 | 19·00 | |
| | Marwar Pali to Luni Junction | 1883 | 17-6-84 | 25·00 | |
| | Luni Junction to Jodhpur | 1884 | 9-3-85 | 20·00 | |
| | Jodhpur to Merta Road | 1890 | 8-4-91 | 64·00 | |
| | Merta Road to Kuchâman Road | July 1891 | 13-3-99 | 73·00 | |
| | Luni Junction to Pachbadra | 31-12-85 | 22-3-87 | 60·00 | |
| | Balotra to Barmer | Aug. 1897 | 15-5-95 | 60·00 | |
| | Barmer to the Jodhpur Frontier | Aug. 1897 | 22-12-00 | 74·44 | |
| | Merta Road to Nágour | 1890 | 16-10-91 | 35·00 | |
| | Nagour to Bhagu | 1890 | 9-12-91 | 24·50 | |
| | TOTAL, JODHPUR SECTION | ... | ... | ... | 454·94 |
| 18(*b*) | *Bikaner section—* | | | | |
| | Bhagu to Bikaner | 1890 | 9-12-91 | 43·50 | |
| | Bikaner to Dulmera | Dec. 1895 | 2-6-98 | 42·00 | |
| | Dulmera to Lankaransar | 27-1-98 | 1-1-01 | 8·32 | |
| | Lankaransar to Suratgarh | 9-2-99 | 1-1-01 | 63·53 | |
| | TOTAL, BIKANER SECTION | ... | ... | ... | 157·35 |
| | TOTAL OPEN MILEAGE, JODHPUR-BIKANER | ... | ... | ... | 612·29 |
| | *Lines under construction or sanctioned for construction—* | | | | |
| | *Bikaner section—* | | | | |
| | Suratgarh to Bhâtinda | 15-7-99 | Uncertain | ... | 88·00 |
| | TOTAL, JODHPUR-BIKANER PROPER | ... | ... | ... | 700·29 |
| 18 (*c*) | JODHPUR-HYDERABAD (BRITISH SECTION)— | | | | |
| | Hyderabad to Shadipalli | 5-3-91 | *18-8-92 | 55·49 | |
| | Shadipalli to the Jodhpur Frontier | Aug. 1897 | 22-12-00 | 68·49 | |
| | TOTAL JODHPUR-HYDERABAD (BRITISH SECTION) | ... | ... | ... | 123·98 |
| | GRAND TOTAL, JODHPUR-BIKANER SYSTEM | ... | ... | ... | 824·27 |
| 18 (*c*) | **JODHPUR HYDERABAD—** | | | | |
| | (*See* Jodhpur-Bikaner system.) | | | | |

* Date of opening of standard gauge line; converted and opened on the 3′ 3⅜″ gauge on the 20th October 1901.

**DIX 47—*continued.***



*on the 31st December 1901, alphabetically arranged.*

REMARKS.

**1. Lines comprising system.**—The Jodhpur-Bikaner railway system is made up of—

| | Open line. Miles. | Under construction. Miles. | Total. Miles. |
|---|---|---|---|
| (*a*) Jodhpur section (3′ 3⅜″ gauge) | 454·94 | ... | 454·94 |
| (*b*) Bikaner section (3′ 3⅜″ gauge) | 157·35 | 88·00 | 245·35 |
| (*c*) Jodhpur-Hyderabad railway (British section) (3′ 3⅜″ gauge) | 123·98 | ... | 123·98 |
| Total | 736·27 | 88·00 | 824·27 |

**2. Jodhpore-Bikanir railway.—**

(*a*) The Jodhpur-Bikaner railway is worked under the following contracts:—

*Contracts of*—13th July 1889 } (between the Government of India and the Jodhpur and Bikaner
30th July 1889 } Durbars) for constructing and working the line.

(*b*) The general conditions of the contracts are as follows:—

(i) *Government aid.*—The line is the exclusive property of the two Durbars.
(ii) *Currency of contract.*—These contracts may be modified at any time by mutual consent.
(iii) *Terms of working.*—Each Durbar to receive all the profits of its respective portions.
(iv) *Rates and fares.*—No provision was made for rates and fares in the contracts but certain rates and fares were approved by executive order.

**3. The Jodhpur-Hyderabad railway (British section).—**

(*a*) The Jodhpur-Hyderabad railway (British section) is worked under the following agreement—

*Agreement of*—22nd December 1900 (between the Government of India and His Highness the Maharaja of Jodhpur and the Council of Regency, Bikaner) for the construction of a railway on the 3′ 3⅜″ gauge, from Balotra to Hyderabad, and for working the section from the Jodhpur Frontier to Hyderabad.

(*b*) The general conditions of the agreement are as follows:—

(i) *Currency of agreement.*—As regards the working of the railway, this agreement remains in force until determined by either party, on 12 months' notice, on the 1st day of January or the 1st day of June in any year.
(ii) *Terms of working.*—Working expenses, excluding maintenance, are divided between the British and Native state sections in the ratio of the gross earnings of each section. Maintenance charges to be actual cost for each section of line.
(iii) *Rates and fares.*—Maximum and minimum rates and fares and classification in force on the North Western railway from time to time to be in force on the British section.

*Note.*—Government of India, No. 255 R. T., dated the 6th March 1900, approved of the Rajputana-Malwa railway classification of goods which is in force on the Native state section, being adopted on the British section, the stipulation in agreement requiring the adoption of the North Western railway classification remaining unaltered in case it may be considered desirable to enforce it hereafter.

**4. Details of construction—**

(*a*) *Permanent-way—*

*Jodhpur-Bikaner.*—Between Kuchaman Road and Jodhpur and between Merta Road and Suratgarh, the permanent-way consists of 36 lb. flat-footed steel rails, laid on steel trough and deodar sleepers. From Jodhpur to Marwar Pali the line was originally laid with old 36 lb. iron rails on jungle wood sleepers. The latter have all been replaced by deodar sleepers while the former are now mostly replaced by 41¼ lb. and 50 lb. steel rails. Beyond Marwar Pali second-hand rails were originally laid on creosoted pine sleepers, which have for the most part been renewed by deodar, except for the last 3 miles, where a new approach has been lately constructed on steel sleepers while the old rails have been mostly replaced by others of 41¼ lb. section. The line between Balotra and Barmer is laid on 50 lb. steel rails and steel sleepers. The permanent-way between Luni Junction and Balotra has been relaid with similar rails and pine sleepers.

*Jodhpur-Hyderabad (British section).*—The Hyderabad-Shadipalli section is laid with 60 lb. iron rails and wooden sleepers, and of the Shadipalli-Jodhpur Frontier section, about 14 miles are laid with 40 lb. rails and Denham Olpherts sleepers and the remainder with 50 lb. rails and deodar sleepers.

(*b*) *Ballast.—*

*Jodhpur-Bikaner.*—On the greater portion of the line, ballast consists of coarse sand and small kunkur; but on the Merta Road-Kuchaman Road section it is chiefly broken stone, marble and kunkur.

*Jodhpur-Hyderabad (British section).*—The ballast is of stone and broken brick.

(*c*) *Fencing.*—With the exception of a few stations, the line is practically unfenced.

(*d*) *Curves.*—There are no curves under a radius of 1,000 feet.

(*e*) *Gradients.*—Of a total open mileage of 736·27 miles of the system, 84·43 miles are on a gradient of 1 in 150 or steeper.

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 33 (*a*) | **JORHAT STATE LIGHT—** (*2' 0" gauge.*) | | | | |
| | *Main line—* | | | | |
| | Gosáigáon to Jorhát | 13-9-83 | 15-12-84 | 7·00 | |
| | Jorhát to Dhali river | | 15-12-84 | 9·50 | |
| | Dhali river to Titábar | | 16-7-87 | 1·75 | |
| | Extension line from Gosaigaon to Borghop (cold weather) | ... | 22-10-01 | 5·00 | |
| | Total Main line | ... | ... | ... | 23·25 |
| | *Mariani branch—* | | | | |
| | Chenimara Junction to Mariani | 13-9-83 | 7-1-85 | 7·00 | |
| | Total Branch | ... | ... | ... | 7·00 |
| | TOTAL, JORHAT | ... | ... | ... | 30·25 |
| 4 (*d*) | **JUBBULPORE-GONDIA EXTENSION—** (*See* Bengal-Nágpur system.) | | | | |
| 1 (*e*) | **KALKA-SIMLA—** (*See* East Indian system.) | | | | |
| 23 (*c*) | **KARAIKKAL-PERALAM—** (*See* South Indian system.) | | | | |
| 8 (*b*) | **KHAMGAON—** (*See* Great Indian Peninsula system.) | | | | |
| 7 (*h*) | **KHUSALGARH-KOHAT-THAL—** (*See* North Western system.) | | | | |
| 11 (*c*) | **KOLAR GOLD-FIELDS—** (*See* Madras system.) | | | | |
| 21 (*f*) | **KOLHAPUR—** (*See* Southern Mahratta system.) | | | | |
| 13 (*b*) | **LEDO AND TIKAK-MARGHERITA COLLIERY—** (*See* Dibru-Sadiya system.) | | | | |
| 17 (*b*) | **LUCKNOW-BAREILLY—** (*See* Rohilkund and Kumaon system.) | | | | |
| 7 (*e*) | **LUDHIANA-DHURI-JAKHAL—** (*See* North Western system.) | | | | |

DIX 47—*continued.*



*on the 31st December 1901, alphabetically arranged.*

| REMARKS. |
|---|
| **1. Jorhat State Light railway.—**<br>(*a*) The line was constructed out of Provincial revenues by the Government of Assam for the convenience of the numerous tea gardens in the neighbourhood of Jorhát and is owned and worked by the State. |
| **2. Details of construction—**<br>(*a*) *Permanent-way.*—Excepting the alternative cold weather section, the line is laid with steel rails, 18 lb. to the yard, Vignole's pattern, on uriam sleepers. The alternative cold weather section from Gosáigáon to the steamer ghát is laid with steel rails, 30 lb. to the yard, Fowler's patent.<br>(*b*) *Ballast.*—The line is unballasted.<br>(*c*) *Fencing.*—The railway land acquired for stations and buildings at Jorhat only is demarcated by barbed wire fencing.<br>(*d*) *Curves.*—The sharpest curve has a radius of 480 feet and is 468 feet in length.<br>(*e*) *Gradients.*—Of a total mileage of 30·25 miles, 4 miles are on a gradient of 1 in 500, or steeper. |

*P. T. O.*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 11 (*a*) | **MADRAS SYSTEM—** (*5′ 6″ gauge.*) | | | | |
| | SOUTH-WEST LINE— | | | | |
| | *Main line—* | | | | |
| | Madras to Veyasarpaudy | April 1868 | 7-4-73 | 2·16 | |
| | Veyasarpaudy to Arcot | Veyasarpaudy to Arkonam, between July 1853 and February 1854; Arkonam to Kadalundi, between February 1854 and May 1857. | 1-7-56 | 63·22 | |
| | Arcot to Katpadi | | 7-5-57 | 14·96 | |
| | Katpadi to Gudiyattam | | 19-5-58 | 15·36 | |
| | Gudiyattam to Ambur | | 16-1-60 | 17·01 | |
| | Ambur to Vaniyambadi | | 1-2-60 | 9·98 | |
| | Vaniyambadi to Tiruppattur | | 23-5-60 | 14·19 | |
| | Tiruppattur to Salem | | 1-2-61 | 69·98 | |
| | Salem to Sankaridrug | | 1-12-61 | 23·68 | |
| | Sankaridrug to Podanur | | 12-5-62 | 71·18 | |
| | Podanur to Pattambi | | 14-4-62 | 64·96 | |
| | Pattambi to Kuttippurum | | 23-9-61 | 11·50 | |
| | Kuttippurum to Tirur | | 1-5-61 | 9·39 | |
| | Tirur to Kadalundi | | 12-3-61 | 16·31 | |
| | Kadalundi to Calicut | August '84 | 2-1-88 | 9·26 | |
| | Calicut to Badagara | 6-5-97 | 1-10-01 | 28·75 | |
| | Total Main line | ... | ... | | 441·89 |
| | *Branches—* | | | | |
| | *Rayapuram branch—* | | | | |
| | Veyasarpaudy to Rayapuram | 9-6-53 | 1-7-56 | 2·16 | |
| | Rayapuram to Beach | 16-12-99 | 22-1-00 | 1·03 | |
| | Walajah Road (Arcot) to Ranipet | 9-12-97 | 17-4-99 | 4·17 | |
| | | | | 7·36 | |
| | *Bangalore branch—* | | | | |
| | Jalarpet Junction to Bangalore Cantonment | 1862 | 1-8-64 | 84·37 | |
| | Bangalore Cantonment to Bangalore City | March 1881 | 1-7-82 | 3·05 | |
| | | | | 87·42 | |
| | *Nilgiri branch—* | | | | |
| | Podanur Junction to Coimbatore | 17-8-70 | 1-2-73 | 3·78 | |
| | Coimbatore to Mettupalaiyam | | 31-8-73 | 21·97 | |
| | | | | 25·75 | |
| | *Palghat branch—* | | | | |
| | Olavakkot to Palghat | 4-1-87 | 2-1-88 | 2·47 | |
| | Total Branches | ... | ... | ... | 123·00 |
| | TOTAL, SOUTH-WEST LINE | ... | ... | ... | 564·89 |
| | NORTH-WEST LINE— | | | | |
| | *Main line—* | | | | |
| | Arkonam to Nagari | 23-6-59 | 4-3-61 | 17·27 | |
| | Nagari to Puttur | 23-6-59 | 8-12-61 | 9·59 | |
| | Puttur to Renigunta | & 3-1-69 | 15-9-62 | 14·46 | |
| | Renigunta to Reddipalle | 31-1-61 & 26-5-63 | 1-10-64 | 38·02 | |
| | Reddipalle to Cuddapah | 26-5-63 & 18-11-63 | 1-9-65 | 39·59 | |
| | Cuddapah to Muddanuru | 18-11-63, 20-7-63 & 22-7-65 | 1-8-66 | 34·31 | |
| | Muddanuru to Tadpatri | 8-5-65 & 22-7-63 | 1-9-68 | 32·07 | |
| | Tadpatri to Gooty | 8-5-65 24-5-65 & 25-5-66 | 1-8-69 | 29·72 | |
| | Gooty to the Tungabhadra river | 22-6-66 & 23-8-69 | 12-12-70 | 75·33 | |
| | Tungabhadra to Raichur | 22-9-69 | 15-3-71 | 17·92 | |
| | TOTAL, NORTH WEST LINE | ... | ... | ... | 308·28 |
| | TOTAL, OPEN MILEAGE, MADRAS PROPER | ... | ... | ... | 873·17 |
| | Carried over | ... | ... | ... | 873·17 |

*on the 31st December 1901, alphabetically arranged.*

REMARKS.

1. **Lines comprising system.**—The Madras railway system is made up of—

| | Open line. Miles. | Under construction. Miles. | Total. Miles. |
|---|---|---|---|
| (*a*) Madras railway (5′ 6″ gauge) . . . . . | 873·17 | 31·09 | 904·26 |
| (*b*) East Coast State railway (North-East line) (5′ 6″ gauge) | 497·22 | ... | 497·22 |
| (*c*) Kolar Gold-fields railway (5′ 6″ gauge) . . . | 9·88 | ... | 9·88 |
| (*d*) Nilgiri railway (3′ 3⅜″ gauge) . . . . . | 16·90 | ... | 16·90 |
| (*e*) *Shoranur-Cochin railway (3′ 3⅜″ gauge)* . . . | ... | 64·83 | 64·83 |
| Total . | 1,397·17 | 95·92 | 1,493·09 |

2. **Madras railway—**

(*a*) The Madras railway is worked under the following contracts :—

*Contracts of*—22nd December 1852 (South-West line).
19th December 1855 (South-West line).
13th August 1858 (*North-West line*).
2nd January 1871 (Amalgamation).
18th January 1901 (Calicut-Azhikal extension).
1st November 1901 (Walalajh Road Arcot) (Ranipet branch).

(*b*) The general conditions of the contracts are as follows :—

(i) *Government aid.*—Guarantee of interest in sterling at 5 per cent. for term of contract. On some portion of the share capital and on debentures lower rates of interest are guaranteed. Land also was provided free of cost.

(ii) *Currency of contracts.*—In ninety-nine years from 1st April 1857, the line reverts to Government who would then pay only for the rolling-stock at its fair value, provided the Company had not previously given notice terminating the contract. Government may determine the contract by purchase within six months after the expiration of 25 or 50 years of the term, at the mean market value of the shares during the three preceding years. Possession to be taken of the railway at the half-yearly day next but one following the notice. Government may also determine the contract at any time, on giving three months' notice, if the Company fail to observe their obligations, Government repaying the capital expended.

NOTE.—Government relinquished their right to determine the contract at the end of the 25th year and the only remaining opportunity of giving notice of purchase will be in 1907 within six months after 1st April.

(iii) *Power of Company to surrender contract.*—The Company may surrender, on six months' notice, at any time, receiving back the capital expended.

(iv) *Terms of working.*—As to the lines covered by the contract of 2nd January 1871, surplus profits after repayment of the guaranteed interest of each half-year converted at the rate of exchange of 1*s.* 10*d* per rupee are divided equally between Government and the Company. As to the Calicut-Azhikal railway, working expenses are calculated at the average rate prevailing in each half-year over the entire system, and if the net earnings in any half-year exceed the interest charges converted at the prescribed rate of exchange, one-fifth belongs to the Company; but any such excess in one half-year is a first charge against any deficiency in the two preceeding half-years. Subject to the provisions in the contract of 18th January 1901, the covenants and provisions of the several principal Indentures apply to the Calicut-Azhikal railway.

(v) *Rates and fares.—Madras railway system (except North-east line).*—Under the contract, Government fixed a maxima which cannot be altered by Government, and which cannot be altered by the Company without Government sanction. Authority, however, has been given to the Company by an executive order to vary these rates within the prescribed maxima without reference to Government.

(vi) *General remarks.*—The Madras railway runs from Madras to Arkonam, where it divides into two branches, one proceeding in a north-westerly direction to Raichur, the other in a south-westerly direction to Calicut. The latter has branches to Bangalore, Mettupalaiyam and Palghat.

Appendix 47.
History of railways.

APPEN

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 11 (*a*) | **MADRAS SYSTEM**—*contd.* | | | | |
| | Brought forward | ... | ... | ... | 873·17 |
| | DOUBLE LINE, SOUTH-WEST LINE— | | | | |
| | Washermenpet to Veyasarpaudy | 21-3-01 | 14-9-01 | 1·02 | |
| | Madras to Veyasarpaudy Junction | Probably 71—72 | 7-4-73 | 2·16 | |
| | Veyasarpaudy Junction to Perambur | | 7-2-74 | 1·30 | |
| | Perambur to Avadi | Probably 75—76 | 1-5-77 | 9·54 | |
| | Avadi to Tiruvallur | | 20-7-77 | 12·89 | |
| | Tiruvallur to Arkonam | | 28-8-77 | 16·52 | |
| | TOTAL DOUBLE LINE, SOUTH-WEST LINE | ... | ... | 43·43 | |
| 11 (*b*) | NORTH-EAST LINE (EAST COAST STATE RAILWAY)— | | | | |
| | *Main line*— | | | | |
| | Washermenpet to Ennúr | August '94 | 22-2-96 | 8·25 | |
| | Ennúr to Gudur | July '95 | 23-2-99 | 75·25 | |
| | Gudur to Nellore | | *1-11-88 | 23·75 | |
| | Nellore to Kistna Canal Junction | | 20-12-98 | 155·00 | |
| | Kistna Canal Junction to Bezwada (5′ 6″ gauge) | July '90 | 15-7-97 | 3·06 | |
| | Tadêpalli to Bezwada | | 1-1-94 | 2·97 | |
| | Bezwada to Kovvur | | 20-2-93 | 88·25 | |
| | Kovvur to Rajahmundry | | 6-8-00 | 4·09 | |
| | Rajahmundry to the Junction point near Waltair | | 15-7-93 | 119·81 | |
| | Junction point near Waltair station to Waltair | | 15-7-93 | 4·25 | |
| | Total Main line | ... | ... | ... | 485·28 |
| | *Branches*— | | | | |
| | Samalkot Junction to Cocanada port branch | July '90 | 15-7-93 | 9·75 | |
| | Waltair to end of branch near Vizagapatam station | | 15-7-93 | 2·19 | |
| | Total Branch | ... | ... | ... | 11·94 |
| | TOTAL, NORTH-EAST LINE (EAST COAST STATE RAILWAY). | ... | ... | ... | 494·25 |
| 11 (*c*) | KOLAR GOLD-FIELDS— (*5′ 6″ gauge.*) | | | | |
| | Bowringpet to Marikuppam | July '92 | 1-6-94 | 9·88 | |
| | TOTAL, KOLAR GOLD-FIELDS | ... | ... | ... | 9·88 |
| 11 (*d*) | NILGIRI— (*3′ 3⅜″ gauge.*) | | | | |
| | Mettupalaiyam to Coonoor | Probably in 1892 | 15-6-99 | 16·90 | |
| | TOTAL, NILGIRI | ... | ... | ... | 16·90 |
| | *Lines under construction or sanctioned for construction.* | | | | |
| | SOUTH-WEST LINE— | | | | |
| | Badagara to Azhikal | 6-5-97 | †July 1902 | 31·09 | |
| 11 (*e*) | SHORANUR-COCHIN— (*3′ 3⅜″ gauge.*) | | | | |
| | Shoranur to Ernakolum | 28-4-99 | † June '02 | 64·83 | |
| | Total, Lines under construction | ... | ... | ... | 95·92 |
| | GRAND TOTAL, MADRAS SYSTEM | ... | ... | ... | 1,490·12 |

* Date of opening of original 3′ 3⅜″ gauge; converted to and opened on the standard gauge on 1st November 1899.
† Probable dates of opening.

*on the 31st December 1901, alphabetically arranged.*

| | REMARKS. |
|---|---|

**2. Madras railway—*concluded.***

(vi) *General remarks*—concluded.

The main line originally commenced at Rayapuram, but on the opening of the length between Veyasarpaudy Junction and the Central station this became a portion of the main line, and the old line from the junction to Rayapuram was then treated as a branch. The line from Bangalore Cantonment to Bangalore City was constructed as a part of the Mysore State railway, but was subsequently made over to the Madras Railway Company. The portion from Gudur to Nellore, which was originally laid on the 3′ $3\frac{3}{8}$″ gauge was converted to 5′ 6″ gauge on the opening of the East Coast railway. The working of the East Coast State railway (North-east line) was taken over by the Madras Railway Company from the 1st January 1901.

**3. North-east line (East Coast State).**—The contract for working the line is under consideration.

**4. The Kolar Gold-fields railway—**

(*a*) The Kolar Gold-fields railway is worked under the following agreement :—

*Agreement of*—30th November 1899 (between the Mysore Government and the Madras Railway Company) for working and maintenance.

(*b*) The general conditions of the agreement are as follows :—

(i) *Government aid.*—The line is the property of the Mysore State.

(ii) *Currency of agreement.*—The agreement to remain in force, subject to six months' notice from either side on the 1st of January or the 1st of July of any year.

(iii) *Terms of working.*—The Company to charge for working and maintenance the same proportion which the working expenses of the whole system including this line bear to the gross earnings of that system with an addition of 10 per cent. until the improvement works authorised are completed and 5 per cent. of the gross earnings of the railway for rolling-stock.

(v) *Rates and fares.*—Subject to certain special rates and fares, the same rates, etc., as are in force from time to time upon the Madras railway.

(vi) *General remarks.*—The line was constructed by the Mysore State in order to provide facilities for the gold-fields.

**5. The Nilgiri railway—**

(*a*) The Nilgiri railway is worked under the following agreement :—

*Agreement of*—26th May 1898 (between the Madras Railway Company and the new Nilgiri Railway Company) for working.

NOTE.—The present working agreement is subject to revision hereafter, if found necessary, when the contract between the Secretary of State and the new Nilgiri Railway Company is executed on the conclusion of negotiations regarding the extension.

(*b*) The general conditions of the agreement are as follows :

(i) *Government aid.*—Government guarantee 3 per cent. during construction on the capital paid into the Government Treasury, with a free grant of all land required for the railway and the works connected therewith.

(ii) *Currency of contract.*—The agreement to remain in force for three years from date of opening of the line, subject to revision on the opening of the extension to Ootacamund.

(iii) *Terms of working.*—Maintenance of way and works to be charged at actual cost, and for all other expenses the Madras railway receive 30 per cent. of the gross receipts subject to such receipts being taken at a minimum of Rs. 1,00,000 in each half-year. If the actual expenditure in working the Nilgiri railway is less than 30 per cent. of gross receipts one-half the saving to be surrendered to the Nilgiri railway, while, if there is an excess the Nilgiri railway to share half the excess up to a maximum of 35 per cent. of gross receipts. The balance remaining to be paid over to the Nilgiri Railway Company.

(iv) *Rates and fares.*—Certain maxima have been fixed within which the Company is permitted to vary its rates.

(v) *General remarks.*—The old Nilgiri Railway Company was registered on the 30th September 1885 with a nominal capital of Rs. 25,00,000 and a contract executed between the Secretary of State and that Company on the 26th February 1886. The old Company went into liquidation in April 1894; and in February 1896 a new Company was formed to purchase the line from the old Company and to supply the capital required to complete it and to construct the proposed extension to Ootacamund.

Appendix 47.
History of railways.



*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| 11 (*a*) | **MADRAS SYSTEM**—*continued.* | | | | |

*on the 31st December 1901, alphabetically arranged.*

REMARKS.

**6. Shoranur-Cochin railway—**

(*a*) The Shoranur-Cochin railway will be worked under the following agreement:—

*Agreement of*—1st January 1901 (between His Highness the Rajah of Cochin and the Madras Railway Company) for construction and working.

(*b*) The general conditions of the agreement are as follows:—

(i) *Government aid.*—The line is the property of the Cochin State.

(ii) *Currency of agreement.*—This agreement is to remain in force until the termination of the present agreement dated the 2nd January 1871, between the Secretary of State and the Madras Railway Company.

(iii) *Power to determine agreement.*—Nil.

(iv) *Terms of working.*—The Company charge for working the same proportion of the total revenue expenditure as the gross earnings of the Shoranur-Cochin railway bear to the gross earnings of the Madras railway system including the Shoranur-Cochin railway. After providing from the net earnings, for the second contribution to the Madras Railway Provident Institution and for interest at the rate of 3 per cent. per annum on the booked capital expenditure of the Shoranur-Cochin railway including land, the balance is divisible between the Cochin Darbar and the Madras Railway Company in the proportion of four-fifths to the Darbar and one-fifth to the Company.

(v) *Rates and fares.*—The same as are generally applicable from time to time to the system of railways worked by the Company.

**7. General remarks.**—The following lengths are worked over by foreign lines:—0·89 mile of the North-east line from the distant signal at Bezwada to Bezwada station is worked over by the Nizam's Guaranteed State railway; 4·97 miles from Waltair to Vizagapatam (including Wharf and Swamp lines) by the Bengal-Nágpur railway; and 2·99 miles from Tadêpalli to Bezwada by the Southern Mahratta railway.

**8. Details of construction.—**

(*a*) *Permanent way.—*

*Madras railway.*—The iron rails, which vary in weight from 65lb. to 84lb. to the yard, are laid on iron pot-sleepers. The renewals of these up to 189th mile were carried out with double-headed steel rails, 20 feet and 30 feet long, weighing 75lb. to the yard, but this type has been discontinued, and bull-headed steel rails, 30 feet long and weighing 75lb, 76lb, and 80lbs. to the yard, (the last being the present standard) have since been used.

The South-West line was originally laid with sleepers of indigenous woods, but an experiment was made of using stone blocks, 2′ × 2′ × 1′, as sleepers. As the experiment proved unsatisfactory, the blocks were all removed in 1857. Jungle wood sleepers were found to be very short-lived; and in 1861 it was decided to replace them by Greave's patent cast-iron bowl sleepers. Cast-iron bowl sleepers (each 112lb.) of an improved and stronger design, with steel bull-headed rails, 80lb. to the yard and 30 feet in length, and a heavier type of plate are now being introduced.

The permanent-way on the length between Calicut and Badagara consists of flat-footed 62lb. steel rails with 4-holed deep fish plates laid on wooden sleepers. The length between Badagara and Azhikal is under construction with the same type of permanent-way.

*North-east line* (*East Coast railway*).—The permanent-way consists of flat-footed 75lb. steel rails laid on wooden and pea-pod sleepers.

*Kolar Gold-fields railway.*—The line was originally laid with Madras railway second-hand double-headed 75lb. iron rails on new cast iron pot sleepers, but in consequence of the excessive wear due to the heavy traffic passing over this branch, the alignment has been improved and iron rails have been replaced by 76lb. steel rails.

*Nilgiri railway.*—The permanent-way consists of steel rails, 50lb. to the yard, laid on pyinkado sleepers.

*Shoranur-Cochin railway.*—The permanent way will be 41¼ lb. steel flat-footed rails on wooden sleepers.

(*b*) *Ballast—*

The system is ballasted with stone and sand, chiefly the former.

(*c*) *Tunnels—Nilgiri railway.*—There are nine tunnels on the line varying in length from 62 feet to 308 feet, aggregating 1,578 feet.

Appendix 47.
History of railways.

APPEN

*History of railways constructed and in progress*

| Class : No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| II (*a*) | MADRAS SYSTEM—*concluded.* | | | | |

*on the 31st December 1901, alphabetically arranged.*

| | REMARKS. |
|---|---|
| **8. Details of construction—*concluded.*** | |
| (*d*) *Bridges.*—The following are the important bridges of 1,000 feet length and over: Poiney (between Ponnai Road and Tiruvallum), 56 spans of 30 feet; Gudiyattam (between Gudiyattam and Valathoor), 33 spans of 30 feet; Cauvery (between Cauvery and Erode), 20 spans of 64 feet and 2 spans of 62 feet; Kadaluindi (between Parpanargadi and Kadaluindi), 20 spans of 64 feet; Cheyair (between Razampeta and Nandalur), 50 spans of 64 feet; Pennur (between Penneru and Tadpatri), 13 spans of 131 feet; Tungabhadra (between Tungabhadra and Matmari), 58 spans of 64 feet; Chitravati (between Kondapuram and Regadipalli), 19 spans of 131 feet; Papaghni (between Kamalapuram and Gangayapalli), 15 spans of 131 feet; Ennúr Creek (between Ennúr and Minjur), 30 spans of 40 feet; Penner (between Nellore and Pudugupadu), 23 spans of 70 feet and 5 spans of 40 feet; Kistna (between Tadepalli and Bezwada), 12 spans of 300 feet; Gódávari (between Kovvúr and Gódávari), 56 spans of 150 feet and 1 span of 40 feet. | |
| (*e*) *Fencing.*—*The Madras, Kolar Gold-fields, and Nilgiri railways* are fenced throughout; the North-east line—(East Coast State) and the Shoranur-Cochin railways are only fenced in the vicinity of towns, stations and level crossings. | |
| (*f*) *Curves.*—*5′ 6″ gauge sections.*—There are no curves under a radius of 1,000 feet.<br>*Nilgiri railway.*—The curves vary from 328 feet to 716 feet in radius.<br>*Shoranur-Cochin railway.*—The sharpest curve is 818·57 feet in radius. | |
| (*g*) *Gradients.*—Of a total open mileage on the system of 1,397·17 miles, 0·80 mile is on a gradient of 1 in 60 or steeper on the 5′ 6″ gauge, and 6·92 miles on 1 in 12·5 on the 3′ 3½″ gauge (Nilgiri line). | |

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 37 (*a*) | **MADURA DISTRICT LIGHT.—** (*2′ 6″ gauge.*) | | | | |
| | Ammayanakkanur to Kotagudi | ... | ... | 55·00 | |
| | Periyakulam to Krishnamanaik's tope | ... | ... | 5·00 | |
| | Theni to Kuruvanath | ... | ... | 33·00 | |
| | TOTAL, MADURA DISTRICT | ... | ... | ... | 93·00 |
| 25 (*a*) | **MORVI LIGHT—** (*2′ 6″ gauge.*) | | | | |
| | *Main line—* | | | | |
| | Wadhwán to Dolia | 14-12-83 | 11-3-86 | 24·00 | |
| | Dolia to Vánkáner | | 20-11-86 | 27·75 | |
| | Vánkáner to Morvi | | 24-3-87 | 16·75 | |
| | Total Main line | ... | ... | ... | 68·50 |
| | *Rajkot branch—* | | | | |
| | Vánkáner to Rájkot | 10-5-88 | 1-1-90 | 25·25 | |
| | Extension across the Aji river to Rájkot Junction with the Jetalsar-Rájkot railway | 6-1-94 | 6-8-94 | 0·61 | |
| | Total Branch | ... | ... | ... | 25 86 |
| | TOTAL, MORVI | ... | ... | ... | 94·36 |
| 2 (*d*) | **MYMENSINGH-JAMALPUR-JAGANNATHGANJ—** (*See* Eastern Bengal system.) | | | | |
| 21 (*g*) | **MYSORE-NANJANGUD—** (*See* Southern Mahratta system.) | | | | |
| 21 (*b*) | **MYSORE SECTION (SOUTHERN MAHRATTA)—** (*See* Southern Mahratta system.) | | | | |
| 9 (*c*) | **NAGDA-UJJAIN—** (*See* Bombay, Baroda and Central India system.) | | | | |
| 11 (*d*) | **NILGIRI—** (*See* Madras system.) | | | | |

*on the 31st December 1901, alphabetically arranged.*

| REMARKS. |
|---|
| **Madura District Light railways**—Messrs. Wilson and Company of Madras, the Promoters, were originally granted a concession for the construction of these lines under the Indian Tramways Act; but as there is no provision under this Act for payment of interest out of capital during construction, they submitted an amended application for a scheme for Light railways to be constructed under the provisions of the Indian Railways Act. The Promoters have been informed that, subject to their acceptance of certain conditions, they may proceed to raise the necessary capital for the line. |
| 1. **Morvi Light railway.**—<br>(i) The Morvi Light railway is owned and worked by His Highness the Thakore Sahib of Morvi.<br>(ii) *General remarks.*—This line is laid on the existing bridged and metalled road for the first 24 miles as far as Dolia and then runs along the line of unbridged and unmetalled road to Vánkáner and on to Morvi and Rajkot. The conversion of the line to 3′ 3⅜″ gauge is under contemplation. |
| 2. **Details of construction**—<br>(*a*) *Permanent-way.*—The permanent-way originally consisted of steel rails, weighing 19lb. to the yard, and pressed steel sleepers weighing 11lb. These have since been extensively replaced in sections by 29lb. and 41¼lb. steel rails and creosoted pine sleepers. On the Rájkot branch, from mile 55 to a distance of 21 miles, renewals have been effected by laying 41¼lb., 3′ 3⅜″ gauge rails on creosoted pine sleepers of that gauge, with a view to eventual conversion. The extension across the Aji river has been laid with 3′ 3⅜″ gauge rails, weighing 41¼lb. to the yard, on creosoted pine sleepers.<br>(*b*) *Ballast.*—Moorum (decayed trap) and sand.<br>(*c*) *Fencing.*—Line is unfenced.<br>(*d*) *Curves.*—There are 3·24 miles of curves under a radius of 1,000 feet.<br>(*e*) *Gradients.*—Of a total open mileage of 94·36 miles, 4·50 miles are on a gradient of 1 in 200 or steeper. |

Appendix 47.
History of railways.

APPEN

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 10 (*a*) | NIZAM'S GUARANTEED STATE SYSTEM— (*5′ 6″ gauge.*) | | | | |
| | *Main line*— | | | | |
| | Wádi Junction to Secunderabad and to junction of new line. | 25-3-71 | 9-10-74 | 115·45 | |
| | Junction of new line to Warangal . . . . . | Nov. '84 | 8-4-86 | 87·47 | |
| | Warangal to Dornakal . . . . . | May '86 | 1-1-88 | 51·91 | |
| | Dornakal to Bona Kálu . . . . . | Jany. '87 | 5-8-88 | 31·72 | |
| | Bona Kálu to British frontier . . . . . | | 10-2-89 | 23·54 | |
| | Total Main line . | ... | ... | ... | 310·09 |
| | *Branches*— | | | | |
| | *Hyderabad branch*— | | | | |
| | Husain Ságar to Hyderabad . . . . . | 25-3-71 | 9-10-74 | 3·54 | |
| | *Mineral branch*— | | | | |
| | Dornakal to Singareni Coal-fields . . . . | May '86 | 1-1-88 | 16·50 | |
| | Total Branches . | ... | ... | ... | 20·04 |
| | TOTAL, NIZAM'S GUARANTEED STATE PROPER . | ... | ... | ... | 330·13 |
| 10 (*b*) | BEZWADA EXTENSION— (*5′ 6″ gauge.*) | | | | |
| | Hyderabad frontier to Bezwada . . . . . | 26-11-86 | 10-2-89 | 20·58 | |
| | TOTAL, BEZWADA EXTENSION . | ... | ... | ... | 20·58 |
| 10 (*c*) | HYDERABAD-GÓDÁVARI VALLEY— (*3′ 3⅜″ gauge.*) | | | | |
| | Manmád to Jalná . . . . . | 12-1-97 | 21-10-99 | 109·36 | |
| | Jalná to Sailu . . . . . | | 7-12-99 | 44·74 | |
| | Sailu to Purbhani . . . . . | | 25-4-00 | 26·43 | |
| | Purbhani to Nanded . . . . . | | 9-10-00 | 36·29 | |
| | Nanded to Sivungaon . . . . . | | 23-8-00 | 16·68 | |
| | Sivungaon to Basar . . . . . | | 25-4-00 | 33·89 | |
| | Basar to Secunderabad . . . . . | | 25-4-00 | 118·21 | |
| | Secunderabad to Hyderabad . . . . . | | 16-5-01 | 5·82 | |
| | TOTAL, HYDERABAD-GÓDÁVARI VALLEY . | | ... | ... | 391·42 |
| | GRAND TOTAL, NIZAM'S GUARANTEED STATE SYSTEM . | ... | ... | ... | 742·13 |

REMARKS.

1. **Lines comprising system.**—The Nizam's Guaranteed State railway system is made up of—

| | Open line. Miles. |
|---|---|
| (*a*) Nizam's Guaranteed State railway (5′ 6″ gauge) | 330·13 |
| (*b*) Bezwada extension (5′ 6″ gauge) | 20·58 |
| (*c*) Hyderabad-Gódávari Valley railway (3′ 3⅜″ gauge) | 391·02 |
| TOTAL | 742·13 |

2. **Nizam's Guaranteed State railway—**

(*a*) The Nizam's Guaranteed State railway is worked under the following contract :—

*Contract of*—27th December 1883 (between the Nizam's Government and the Nizam's Guaranteed State Railways Company) for construction, maintenance and working.

(*b*) The general conditions of the contract are as follows :—

(i) *Terms of contract.*—The Nizam's Guaranteed State Railways Company was formed in 1883 for the purpose of acquiring and working the then existing railway and of constructing on the same gauge and working certain new lines, with a capital not exceeding £4,500,000 to be raised by the issue of shares and redeemable mortgage debentures (or as may be agreed upon) His Highness the Nizam's Government paying thereon for 20 years an annuity to be applied in payment of interest and towards a sinking fund for the redemption or reduction of capital. Land also was provided free of charge.

(ii) *Currency of contract.*—The contract is current for a period of 99 years, and on expiry by effluxion of time, the land, buildings and fixed works, etc., revert to the Nizam's Government and all rolling-stock, stores, etc., at a fair valuation. The Nizam's Government has the option of purchasing the line on the 1st January 1914, 1934 or 1954, on twelve months' notice, by paying in sterling the capital unredeemed and a bonus of 25 per cent. thereon. In case of breach of contract by Company, the Nizam's Government may give six months' notice and assume possession of the line, etc., by paying the amount of capital unredeemed, unless the default or breach is remedied within that period.

(iii) *Terms of working.*—From gross earnings will be deducted working expenses, and during the guaranteed period, the net earnings applied in the first instance to repayment of the annuity, paid in the same half year. Of the residue, one moiety will be utilised towards the repayment of previous payments of annuity and sums owing to the Nizam's Government, and the balance paid to the Company. After the expiration of the annuity, a sum sufficient for payment of interest on the capital unredeemed will be retained by the Company, and of the balance, one-half will be paid to the Nizam's Government, the remaining moiety being made over to the Company.

(iv) *Rates and fares.*—The rates and fares not to be, unless otherwise agreed between His Highness' Government and the Company, in excess of the rates and fares from time to time prevailing on the Great Indian Peninsula railway.

(v) *General remarks.*—Up to the end of 1878 the line was worked by the Great Indian Peninsula Railway Company with its own rolling-stock. From January 1879 to the 31st December 1884, it was worked by State agency, and from January 1885, by His Highness the Nizam's Guaranteed State Railways Company. The section of the East Coast State railway, which extends from the frontier of His Highness the Nizam's dominions to the north distant signal of the Bezwada station, was worked by this Company as part of its own system up to December 1897, when it was transferred to the East Coast State railway. It was transferred back to the Company for working from the 1st January 1901.

3. **Bezwada extension railway.**—The revised terms for working this railway are under consideration.

Appendix 47.
History of railways.

APPEN

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| 10 (*a*) | NIZAM'S GUARANTEED STATE SYSTEM—*concld.* | | | | |

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

*on the 31st December 1901, alphabetically arranged.*

REMARKS.

4. **Hyderabad-Godavari Valley railway—**

(*a*) The Hyderabad-Godavari Valley railway is worked under the following agreement :—

*Agreement of*—16th March 1897 (between His Highness the Nizam's Government and the Nizam's State Railways Company) for construction and working.

(*b*) The general conditions of the agreement are as follows :—

(i) *Terms of contract.*—Capital to the extent of £2,500,000 to be raised by the issue of redeemable mortgage debentures, Government paying thereon an annuity, and, in addition a sum of one per cent. per annum for 20 years towards a sinking fund for the redemption of such debentures which will be a first charge on the Hyderabad-Godavari Valley railway and a second charge on the Nizam's Guaranteed State railway, and after the expiration of the guaranteed period the interest payable thereon a first charge on the net earnings of the former line and a second charge on the surplus net earnings of the latter line after the service of the existing debenture debt has been provided for. The free use of land is also provided for.

(ii) *Currency of contract.*—On expiry of contract by effluxion of time, the land, buildings and fixed works, etc., revert to the Nizam's Government and all rolling-stock, stores, etc., at a fair valuation. The contract runs concurrently with that of the Nizam's Guaranteed State Railways Company, and the Nizam's Government has the option of purchasing the line on the 1st January 1914, on twelve months' notice, by paying in sterling the capital unredeemed and a bonus of 25 per cent. thereon, or on the 1st January 1934 or 1954 without bonus. In case of breach of contract by Company, the Nizam's Government may give six months' notice and assume possession of the line, etc., by paying the amount of capital unredeemed, unless the default or breach is remedied within that period.

(iii) *Power of Company to surrender contract.*—Nil.

(iv) *Terms of working.*—From gross earnings will be deducted working expenses and the net earnings applied in the first instance towards replacing the amount paid as interest on capital during construction, and during the guaranteed period, to repayment of the annuity paid in same half-year, and not more than half the residue to repayment of previous payments of annuity, the remaining moiety being added to and dealt with as part of the net earnings of the Company in respect of the Nizam's Guaranteed State railway. After expiration of the annuity a sum sufficient for payment of interest on the capital unredeemed to be retained by the Company, and of the balance one-half to be paid to the Nizam's Government, the remaining moiety being dealt with as above.

(v) *Rates and fares.*—Rates and fares not to be in excess of those prevailing on the Nizam's Guaranteed State line.

5. **General remarks.**—The Nizam's Guaranteed State railway has running powers over 0·89 mile from the distant signal at Bezwada to Bezwada station of the Madras railway (North-East line).

6. **Details of construction.—**

(*a*) *Permanent-way—*

*Nizam's Guaranteed State railway.*—About 1 mile is laid with double-headed 68lb. iron rails on cast-iron bowl sleepers obtained from the Great Southern of India railway; 43 miles with bull-headed 75lb. steel rails on old cast-iron bowl sleepers; 3 miles with bull-headed 75lb. steel rails on Great Indian Peninsula pattern bowl sleepers; 9 miles with double-headed 68lb. steel rails on cast-iron bowl sleepers, and the remainder of the line with 66½lb. flat-footed steel rails on steel pea-pod sleepers. The branch line to the mines is laid with 66½lb. flat-footed steel rails on steel pea-pod sleepers. The line from Secunderabad to Hyderabad (5·82 miles) is mixed gauge and is laid with 66½lb. flat-footed steel rails on wooden sleepers.

*Bezwada extension.*—Is laid with 66½lb. steel rails on pea-pod sleepers.

*Hyderabad-Gódávari Valley.*—The permanent-way consists of 50lb. steel rails and steel and wooden sleepers.

(*b*) *Ballast.*—The ballast is of sand and broken stone.

(*c*) *Bridges.*—The only important bridge of 1,000 feet length and over is that on the Hyderabad-Gódávari Valley, over the Gódávari river, which consists of 21 spans of 60 feet.

(*d*) *Fencing.*—On the Nizam's Guaranteed State railway, the line is fenced from Wadi to Secunderabad, but from Secunderabad to the frontier only the station yards are fenced. On the Bezwada extension and Hyderabad-Gódávari Valley railway, the line is fenced only at stations.

(*e*) *Curves.*—There are no curves under a radius of 1,000 feet on the Nizam's Guaranteed State railway and the Bezwada extension. On the Hyderabad-Gódávari Valley railway, the sharpest curve has a radius of 1,432 feet.

(*f*) *Gradients.*—Of a total open mileage of the system of 742·13 miles, 79·19 miles are on a gradient of 1 in 100 or steeper on the 5′ 6″ gauge, and 142·13 miles of 1 in 133·3 or steeper on the 3′ 3⅜″ gauge.

Appendix 47.
History of railways.

APPEN

*History of railways constructed and in progress*

| Class : No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| 7 (*a*) | **NORTH WESTERN SYSTEM.** (*5′ 6″ gauge.*) | | | Miles. | Miles. |
| | COMMERCIAL SECTION— | | | | |
| | *Main line—* | | | | |
| | Gháziabad to Meerut City | 1864 | 18-4-67 | 27·33 | |
| | Meerut City to Umballa Cantonment | | 1-1-69 | 121·02 | |
| | Umballa Cantonment to Ludhiána | | 12-10-69 | 70·66 | |
| | Ludhiána to Phillour | | 15-10-70 | 8·28 | |
| | Phillour to Jullundur Cantonment | | 1-4-70 | 24·12 | |
| | Jullundur Cantonment to Beas | | 15-11-69 | 25·53 | |
| | Beas to Amritsar | | 1-11-67 | 26·20 | |
| | Amritsar to Lahore | 8-2-59 | 10-4-62 | 32·30 | |
| | Lahore to Jhelum | 22-10-69 | 6-10-78 | 103·12 | |
| | Jhelum to Ráwalpindi | 17-9-77 | ... | 76·38 | |
| | Ráwalpindi to Haji Shah | 3-10-79 | 1-1-81 | 61·62 | |
| | Haji Shah to Attock bridge | | 1-5-81 | | |
| | Attock to Khairabad | | 31-5-83 | 2·38 | |
| | Khairabad to Pesháwar City | | 1-5-82 | 41·25 | |
| | Pesháwar City to Pesháwar Cantonment | | 1-1-83 | 2·65 | |
| | Lahore to Mooltan | 8-2-59 | 24-4-65 | 207·82 | |
| | Mooltan to Muzaffarabad | 8-11-71 | 21-8-70 | 6·89 | |
| | Muzaffarabad to Khánpur | | 1-7-78 | 139·14 | |
| | Khánpur to Rohri | | 1-7-78 | 132·05 | |
| | Rohri to Sukkur | ... | 27-3-89 | 2·64 | |
| | Sukkur to Rádhan | 4-11-72 | 1-10-78 | 79·31 | |
| | Rádhan to Laki | | 27-10-78 | 70·57 | |
| | Laki to Kotri | | 8-10-78 | 75·48 | |
| | Kotri to Kurrachee City | 29-4-58 | 13-5-61 | 104·89 | |
| | Kurrachee City to Kiámári (including Napier Mole line) | ... | 16-6-89 | 3·06 | |
| | Total Main line | | | | 1,444·69 |
| | *Branches—* | | | | |
| | *Siálkot branch—* | | | | |
| | Wazirabad to Siálkot | 10-4-83 | 1-1-84 | 26·50 | |
| | *Wazirabad-Lyallpur branch—* | | | | |
| | Wazirabad to Hafizabad | ... | 15-8-95 | 37·37 | |
| | Hafizabad to Sangla Hill | ... | 1-1-96 | 31·45 | |
| | Sangla Hill to Lyallpur | ... | 15-2-96 | 27·21 | |
| | Lyallpur to Toba Tek Singh | ... | 22-6-99 | 49·00 | |
| | Toba Tek Singh to Khanewal | ... | 16-4-00 | 55·53 | |
| | | | | 200·56 | |
| | *Kashmir branch—* | | | | |
| | Siálkot to the frontier of the Kashmir State | ... | 15-3-90 | 9·08 | |
| | Phulji to Puranadera | ... | 1-6-82 | 2·57 | |
| | Sukkur to Sukkur Bandar | ... | 1-10-78 | 1·25 | |
| | Kotri to Kotri Bandar | ... | 1-4-89 | 1·14 | |
| | *Meean Meer chord branch* *— | | | | |
| | Meean Meer East to Meean Meer West | ... | 10-12-91 | 2·13 | |
| | *Kotri-Rohri (chord) branch—* | | | | |
| | Kotri to Hyderabad | ... | 25-5-00 | 4·99 | |
| | Hyderabad to Rahoki | ... | 28-3-01 | 6·04 | |
| | Rahoki to Shahdadpur | ... | 15-11-96 | 39·09 | |
| | Shahdadpur to Rohri | ... | 15-11-96 | 139·84 | |
| | | | | 189·96 | |
| | Carried over | ... | ... | 433·19 | 1,444·69 |

* This is a military line and is not intended to be used for ordinary public traffic.

**DIX 47—*continued.***



*on the 31st December 1901, alphabetically arranged.*

REMARKS.

1. **Lines comprising system.**—The North Western railway system is made up of—

| | Open line. Miles. | Under construction. Miles. | Total. Miles. |
|---|---|---|---|
| (*a*) North Western railway (5′ 6″ gauge) | 3,077·12 | ... | 3,077·12 |
| (*b*) Southern Punjab railway (5′ 6″ gauge) | 423·93 | ... | 423·93 |
| (*c*) Rájpura-Bhátinda railway (5′ 6″ gauge) | 107·05 | ... | 107·05 |
| (*d*) Ludhiána-Dhuri-Jakhal railway (5′ 6″ gauge) | 78·66 | ... | 78·66 |
| (*e*) Jammu and Kashmir (Native state section), (5′ 6″ gauge) | 15·92 | ... | 15·92 |
| (*f*) Dandot Light railway (2′ 0″ gauge) | 6·18 | ... | 6·18 |
| (*g*) Nowshera-Durgai railway (2′ 6″ gauge) | 40·25 | ... | 40·25 |
| (*h*) *Khusálgarh-Kohat-That railway (5′ 6″ gauge)* | ... | 92·20 | 92·20 |
| (*i*) *Jech-Doab (5′ 6″ gauge)* | ... | 51·40 | 51·40 |
| Total | 3,749·11 | 143·60 | 3,892·71 |

2. **North Western railway—**

(*a*) The North Western railway is owned and worked by the State.

(i) *General remarks—*

The first period of the contract with the Sind, Punjab and Delhi Railway Company having expired, the State assumed charge of the undertaking on the 1st January 1886 and amalgamated it with the Punjab Northern, the Indus Valley, the Sind-Sagar, and the southern section of the Sind-Pishin State railways to be worked as one Imperial system under the name of the North Western State railway. The completion and opening, on the 24th May 1883, of the Attock bridge supplied the last link in a continuous chain of railway communication from Calcutta to Peshawar, a distance of 1,555 miles.

The Wazirabad-Lyallpur branch was constructed to open up the country now being irrigated by the Chenab canal, and recently brought under cultivation by the colonists and settlers, who are reclaiming the desert land of the Rechna Doab.

The Kotri-Rohri chord was constructed owing to the set of the Indus on the right bank which rendered the line along that bank dangerous, and, owing to the frequent breaches, caused communication with Kurrachee to be intermittent, dislocating the export trade and cutting off communication with the North-Western Frontier. The present line, which follows the left bank of the river, is on high ground and is less liable to inundation. It saves about 36·51 miles on the through distance from the Punjab to Kurrachee, and also gives an alternative route to Quetta.

The line from the Bolan Junction station and from the Sibi station follows the old Quetta loop to Nari bank station, 4·81 miles from Sibi and 456·78 miles from Kurrachee. The old Bolan railway (Quetta loop) from Nari bank *viâ* Kundalani to Hirok has been dismantled, except the first portion from Nari bank to Rindli. The new line is on a completely new alignment between Nari bank and Kolpur, the actual length of the construction works being 57 miles from Nari bank to the mouth of the Mushkaf gorge (462 miles from Kurrachee.)

The Dandot Light railway has been constructed by the North Western State railway to develop the Dandot colliery, which is worked primarily for the benefit of the railway. The section from Dandot to the mouth of the main mine consists chiefly of two inclines worked by steel wire ropes by combined gravity and steam power. On the second portion (1·29 miles), there is another incline worked by gravity alone.

3. **Southern Punjab (Delhi-Samasata) railway.—**

(*a*) The Southern Punjab railway is worked under the following contracts:—

*Contract of*—13th August 1895 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working.

4th May 1899 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working of the Narwana-Kaithal branch.

(*b*) The general conditions of the contracts are as follows:—

(i) *Government aid.*—Government allow the Company, in respect of each half-year, by way of rebate on the net earnings of the North Western railway and from traffic interchanged with the Southern Punjab railway and from through traffic between stations of the North Western railway sent over the Southern Punjab railway, such a sum (not exceeding the amount of such net earnings of the North Western railway) as, together with the Company's net earnings, make up an amount equal to interest for the year at the rate of 3½ per cent. on the actual expenditure charged in the capital account. Land was also provided free of cost to the Company.

Appendix 47.
History of railways.

APPEN

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| 7 (*a*) | NORTH WESTERN SYSTEM—*contd.* (*5′ 6″ gauge.*) | | | Miles. | Miles. |
| | Brought forward | ... | ... | 433·19 | 1,444·69 |
| | COMMERCIAL SECTION—*concld.* | | | | |
| | *Branches*—concld. | | | | |
| | *Ferozepore branch*— | | | | |
| | Ráewind to Kasur | 9-11-82 | 15-4-83 | 16·50 | |
| | Kasur to Ganda Singhwála | 9-11-82 | 10-6-83 | 7·00 | |
| | Ganda Singhwála to Ganda Singh Bandar | 2-10-83 | 15-12-83 | 5·50 | |
| | Ganda Singh Bandar to Hussainiwala | ... | 8-5-87 | 5·50 | |
| | Hussainiwala to Ferozepore City | ... | 1-10-92 | 2·00 | |
| | Ferozepore City to Ferozepore Cantonment | 29-10-81 | 1-10-88 | 2·00 | |
| | Ferozepore to Bhatinda | ... | 15-6-99 | *54·36 | |
| | Hussainiwala to Ferozepore Cantonment | ... | 8-5-87 | †3·50 | |
| | | | | 90·86 | |
| | *Pathankot branch*— | | | | |
| | Amritsar to Dinanagar | 6-12-81 | 1-1-84 | 51·22 | |
| | Dinanagar to Pathánkot | 6-12-81 | 8-6-84 | 15·48 | |
| | | | | 66·70 | |
| | Total Branches | ... | ... | ... | 590·75 |
| | TOTAL OPEN MILEAGE (COMMERCIAL SECTION) | ... | ... | ... | 2,035·14 |
| | FRONTIER SECTION (MILITARY)— | | | | |
| | *Main line*— | | | | |
| | *Sind-Sagar*— | | | | |
| | Lála Musa to Bahá-ud-din | 24-7-77 | ‡1-1-80 | 28·46 | |
| | Bahá-ud-din to Hariah | 24-7-77 | ‡1-2-80 | 10·52 | |
| | Hariah to Malakwal | 24-7-77 | ‡10-4-80 | 5·99 | |
| | Malakwál to Bhakkar | ... | 15-8-87 | 175·04 | |
| | Bhakkar to Chenab west bank | ... | 22-1-87 | 119·71 | |
| | Chenab west bank to Chenab east bank | ... | 1-2-90 | 2·49 | |
| | Chenab east bank to Sher Shah | ... | 1-1-89 | 2·39 | |
| | Total Main line | ... | ... | ... | 344·60 |
| | *Branches*— | | | | |
| | *Khusálgarh branch*— | | | | |
| | Golra Junction to Langar | Sep. '79 | 1-4-81 | 60·50 | |
| | Langar to Khusálgarh | Sep. '79 | 16-4-81 | 9·66 | |
| | Khusálgarh, new station | Sep. '79 | 18-7-83 | 9·66 | |
| | | | | 70·16 | |
| | *Bhera branch*— | | | | |
| | Malakwál to Miani | 24-7-77 | ‡10-4-80 | 8·99 | |
| | Miani to Bhera | 25-10-81 | ‡2-2-82 | 9·11 | |
| | | | | 18·10 | |
| | *Bhaganwalah branch*— | | | | |
| | Haranpur to Bhaganwala | ... | ... | 10·84 | |
| | *Khewra branch*— | | | | |
| | Chalisa Junction to Khewra salt mines | ... | ‡1-1-83 | 6·36 | |
| | Khewra to Dandot | ... | ‡1-1-83 | 2·15 | |
| | | | | 8·51 | |
| | *Mari branch*— | | | | |
| | Kundián to Mári | Kundian to Mianwali, 27-2-86 | 15-3-92 | 36·32 | |
| | *Dera Ghazi Khan branch*— | | | | |
| | Mahmud Kot to Gházi ghât | ... | 1-4-87 | 11·27 | |
| | *Peshawar-Jamrud branch*— | | | | |
| | Pesháwar to Jamrud | ... | 1-1-01 | 11·04 | |
| | *Mari-Attock branch*— | | | | |
| | Cambellpore Cantonment (new station) to Basál Junction | ... | 1-4-99 | 18·45 | |
| | Jand Junction to Daud Khel | ... | 1-4-99 | 53·91 | |
| | | | | 72·36 | |
| | Total Branches | ... | ... | ... | 238·60 |
| | TOTAL OPEN MILEAGE, SIND-SAGAR | ... | ... | ... | 583·29 |
| | Carried over | ... | ... | ... | 583.20 / 2,035·44 |

* Includes 26·28 miles of mixed gauge between Kotkapura and Bhatinda.
† This is a military line and is not intended to be used for ordinary public traffic.

| | REMARKS. |
|---|---|

3. **Southern Punjab (Delhi-Samasata) railway**—*concld.*

(*b*) General conditions—concld.

(ii) *Currency of contract.*—Government may, by giving 12 months' notice, determine the contract on the 31st December 1919, or on the 31st December 1929 or 1939, paying to the Company in sterling a sum equal to 25 times the average of the Company's share of the net earnings of the railway during the last preceding five years, not exceeding by more than 20 per cent., the total capital expenditure of the Company in sterling, nor being less than such capital expenditure. Government may also determine the contract on the 31st December 1948, paying to the Company in sterling a sum equal to the total capital expenditure in sterling.

(iii) *Power of Company to surrender contract.*—Nil.

(iv) *Terms of working.*—Government undertake to work and maintain the line and provide rolling-stock, at 52 per cent. of the gross earnings. Surplus profits in excess of 3¾ per cent. per annum on the total capital expenditure in sterling are divisible equally at the close of each year between the Government and the Company.

(v) *Rates and fares.*—Rates and fares to be fixed by Government within the maximum and minimum rates and fares in force on the North Western State railway.

(vi) *General remarks.*—The Southern Punjab railway runs from Delhi *viâ* Bhatinda to Samasata on the North Western State railway, shortening the distance by railway between Delhi and Kurrachee by 187 miles, as compared with the route *viâ* Umballa and Lahore.

4. **Rajpura-Bhatinda railway**—

(*a*) The Rajpura-Bhatinda railway is owned by the Patiala State and is worked by the North-Western railway under the following contract—

*Contract of*—30th January 1893 (between the Secretary of State and the Patiála Darbar) for maintenance and working.

(*b*) The general conditions of the contract are as follows:—

(i) *Government aid.*—The line has been constructed at the cost of the Patiála Darbar.

(ii) *Currency of contract.*—The contract is terminable on the 1st January or 1st July in any year, on six months' notice by either party. On breach of any of the provisions of the contract, if not remedied within six months of notice, the Secretary of State may determine the contract. Upon the determination of the contract, the North Western State railway will give to the Patiála Darbar possession of the railway, works, surveys and stores, and, on this being done, the Patiála Darbar will indemnify the North Western State railway of all debts and liabilities incurred for the Rájpura-Bhátinda railway then subsisting. The working stores provided by the North Western State railway may, if desired by that railway, be taken over at a valuation to be mutually agreed to.

(iii) *Terms of working.*—After deduction of 55 per cent. of the gross receipts of the Rájpura-Bhátinda railway for working expenses, the balance to be paid over to the Patiála Darbar.

(iv) *Rates and fares.*—Rates and fares as in force on the North Western State railway.

5. **Ludhiana-Dhuri-Jakhal railway**—

(*a*) The Ludhiana-Dhuri-Jakhal railway is worked under the following contract:—

*Contract of*—6th September 1899 (between the Secretary of State and the Maler Kotla and Jind Darbars) for construction and working.

(*b*) The general conditions of the contract are as follows:—

(i) *Government aid.*—The line was constructed at the cost of the Maler Kotla and Jind Darbars.

(ii) *Currency of contract.*—The contract is terminable on the 31st December 1904, or on the 1st January or 1st July in any year thereafter, on six months' notice by either party. On breach of any of the provisions of the contract, if not remedied within six months of notice, the Secretary of State may determine the contract. Upon the determination of the contract the North Western State railway will give to the Maler Kotla and Jind Darbars possession of the railway, works, surveys and stores, and, on this being done, the Maler Kotla and Jind Darbars will indemnify the North Western State railway of all debts and liabilities incurred for the Ludhiana-Dhuri-Jakhal railway then subsisting. The working stores provided by the North Western State railway may, if desired by that railway, be taken over at a valuation to be mutually agreed to.

(iii) *Terms of working.*—After deduction of 55 per cent. of the gross receipts for working expenses, the balance to be paid to the Maler Kotla and Jind Darbars to be divided between them in the proportion of $\frac{1}{5}$th and $\frac{4}{5}$ths, respectively.

(iv) *Rates and fares.*—Rates and fares as in force on the North Western State railway.

‡ Dates of opening original 3′ 3½″ gauge line, subsequently converted to and opened on the 5′ 6″ gauge line as follows: Lála Musa to Malakwal, 10-2-86; Malakwal to Bhera 15-3-87; Chalisa Junction to Khewara salt mines 15-8-87; Khewra to Dandot, 1-8-89.

Appendix 47.
History of railways.

APPEN

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 7 (*a*) | NORTH WESTERN SYSTEM—*contd.* (5′ 6″ *gauge.*) | | | | |
| | Brought forward | ... | ... | ... | 2,035·44 / 583·20 |
| | FRONTIER SECTION (MILITARY)—*concld.* | | | | |
| | *Sind-Pishin*— | | | | |
| | Rukh to Sibi | Oct. '79 | 2-5-80 | 132·22 | |
| | Sibi to Sharigh | ... | 20-3-87 | 74·80 | |
| | Sharigh to Bostán | ... | 28-8-87 | 61·13 | |
| | Base of Bostán triangle loop | ... | ... | 0·31 | |
| | Bostán to Killa Abdulla | ... | 25-1-88 | 38·14 | |
| | Killa Abdulla to Chaman | ... | 1-1-92 | 29·40 | |
| | TOTAL, SIND-PISHIN | ... | ... | ... | 336·00 |
| | *Mushkaf-Bolan*— | | | | |
| | Sibi (Point No. 51) to Quetta south distant signal | ... | 15-4-97 | 86·74 | |
| | *Quetta loop*— | | | | |
| | Quetta south distant signal to Bostán (Point No. 1) | ... | 28-8-87 | 20·59 | |
| | Nari bank to Rindli | ... | ... | 13·81 | |
| | Mithri chord | ... | 1-1-98 | 1·34 | |
| | | | | 35·74 | |
| | TOTAL, MUSHKAF-BOLAN | ... | ... | ... | 122·48 |
| | TOTAL OPEN MILEAGE, FRONTIER SECTION (MILITARY) | ... | ... | ... | 1,041·68 |
| | DOUBLE LINE (COMMERCIAL AND MILITARY SECTIONS)— | | | | |
| | Kiámári to Kurrachee City | ... | 30-6-97 | 3·06 | |
| | Kurrachee City to Kurrachee Cantonment | ... | 13-5-61 | 2·30 | |
| | Kurrachee Cantonment to Pipri | ... | 20-6-97 | 20·75 | |
| | Pipri to Kotri | ... | 3-5-98 | 81·89 | |
| | Meean Meer East to Meean Meer West | ... | 10-12-91 | 2·13 | |
| | Gulistán to Chaman | ... | 20-9-92 | 36·82 | |
| | A-bi-Gum to Kolpur | ... | 20-9-92 | 23·54 | |
| | TOTAL DOUBLE LINE | ... | ... | 170·49 | |
| | GRAND TOTAL, NORTH WESTERN (COMMERCIAL AND MILITARY). | ... | ... | ... | 3,077·12 |
| 7 (*b*) | SOUTHERN PUNJAB (DELHI-SAMASATA)— (5′ 6″ *gauge.*) | | | | |
| | *Main line*— | | | | |
| | Delhi *viâ* Bhatinda to Samasata | ... | 10-11-97 | 400·55 | |
| | *Branch*— | | | | |
| | Narwana to Kaithal— | ... | 1-2-99 | 23·38 | |
| | TOTAL, SOUTHERN PUNJAB | ... | ... | ... | 423·93 |
| 7 (*c*) | RAJPURA-BHATINDA (PATIALA STATE RAILWAY)— (5′ 6″ *gauge.*) | | | | |
| | Rájpura to Patiála | 7-12-83 | 1-11-84 | 15·77 | |
| | Patiála to Bhátinda | April '88 | 13-10-89 | 91·28 | |
| | TOTAL, RAJPURA-BHATINDA | ... | ... | ... | 107·05 |
| | Carried over | ... | ... | ... | 3,608·10 |

*on the 31st December 1901, alphabetically arranged.*

REMARKS.

6. **Jammu and Kashmir railway (Native State section)—**

(*a*) The Jammu and Kashmir railway is worked under the following contracts :—

*Contract of*—14th July 1888 (between the Government of India and the Kashmir Darbar) for construction and working.

18th November 1890.—Supplementary agreement (between the Government of India and the Kashmir Darbar) relative to the provision of capital.

28th April 1898.—Memorandum of revised terms (between the Government of India and the Kashmir Darbar) for working.

(*b*) The general conditions of the contracts are as follows :—

(i) *Government aid.*—The line was constructed at the cost of the Kashmir Darbar.

(ii) *Currency of contract.*—Either party can revise the contract on giving six months' notice.

(iii) *Terms of working.*—The North Western State railway work and maintain the line, including supply of rolling-stock, for 55·5 per cent. of the gross earnings. The balance is paid to the Kashmir Darbar.

(v) *Rates and fares.*—Rates and fares as are from time to time in force on the main line section of the North Western State railway.

7. **General remarks**—The North Western railway has running powers over the following sections of foreign lines :—Ghaziabad to Delhi, 13·00 miles, of the East Indian railway, and Delhi to junction with the Southern Punjab railway, 1·33 miles, belonging to the Delhi-Umballa-Kalka railway.

8. **Details of construction—**

(*a*) *Permanent-way—*

*North Western railway.*—The permanent way is of various types. Of iron rails, there are 93·31 miles, 60 lb. flat-footed ; 44·09 miles, 68 lb. double-headed ; 50·93 miles, 60 lb. bull-headed ; 9·90 miles, 82 lb. double-headed and 2·13 miles, 68 lb. bull-headed. Of steel rails, there are 1·90 miles, 70 lb. flat-footed ; 378·30 miles, 62 lb. flat-footed ; 2,008·43 miles, 75 lb. flat-footed ; 8·30 miles 64 lb. double-headed ; 97·23 miles, 68 lb. double-headed ; 106·92 miles, 75 lb. double-headed ; 184·10 miles, 68 lb. bull-headed ; 44·30 miles, 84 lb. bull-headed ; 23·60 miles, 100 lb. flat-footed ; 45·19 miles, 77½ lb. bull-headed ; and 105·09 miles, 73 lb. bull-headed. The sleepers chiefly used are of wood or cast iron (oval or round) pots and steel transverse.

*Southern Punjab, Rajpura-Bhatinda, Jammu and Kashmir and Ludhiana-Dhuri-Jakhal railways.*—The permanent-way consists of 75 lb. flat-footed steel rails laid on transverse sleepers of creosoted pine and deodar, or steel. The line from Rajpura to Patiala is laid with steel rails, 68 lb. to the yard, on deodar sleepers.

*Dandot Light railway.*—The permanent-way consists of old metre gauge 36 lb. and 40 lb. rails laid on deodar sleepers.

*Nowshera-Durgai and Khusalgarh-Kohat-Thal railways.*—The permanent-way consists of flat-footed steel rails, 35 lb. to the yard, laid on wooden sleepers, except on the Kohat-Thal section which will be laid with 21 lb. steel rails on wooden sleepers.

(*b*) *Ballast.*—The lines are ballasted throughout.

(*c*) *Tunnels.*—The following are the tunnels of 500 feet length and over :—Sohawa (between Taraki and Sohawa), 538·25 feet ; Margalla (between Sang Jani and Serai Kala), 950 feet ; Attock No. 4, 677·50 feet ; Attock No. 5 (between Attock and Khairabad), 722 feet ; Mushkaf No. 2, 650 feet ; Mushkaf No. 4 (between Mushkaf and Ocepur), 529 feet ; Ocepur No. 7 (between Ocepur and Panir), 739 feet ; Panir No. 9 (between Panir and Peshi), 3,218 feet ; Rift No. 11 A, 571 feet ; Seetal No. 12 (between Panir and Peshi), 1,035 feet ; Cascade No. 14 (between Hirok and Dozan), 542 feet ; Mary Jane No. 16 (between Dozan and Kolpur), 681 feet ; Khojak No. 18,12,870 feet ; tunnel No. 20,756 feet ; tunnel No. 23 (between Shelabagh and Sanzal), 800 feet ; Gundakinduff No. 3, 569·50 feet ; Kuchali Lower No. 4 (between Baberkach and Kuchali), 506 feet ; Karez No. ½, 806 feet ; Karez No. ⅔, 2,034 feet ; Rift bridge No. 10, 540 feet ; Lower Chapper No. 11, 592 feet ; Iron gate No. 13 (between Dirgi and Mangi), 1,227 feet ; Mudgorge No. 15 (between Mangi and Mudgorge), 1,087 feet ; Mári No. 1, 1,180 feet ; No. 2, 854 feet ; No. 3, 1,775 feet ; No. 4, 1,130 feet ; No. 5, 1,614 feet ; No. 6, 1897 feet ; No 9, and Siala between Chhab and Uchhri), 1,300 feet and 545 feet respectively.

*History of railways constructed and in progress*

| Class. No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| 7 (*a*) | NORTH WESTERN SYSTEM—*concld.* | | | Miles. | Miles. |
| | Brought forward | ... | ... | ... | 3,608·10 |
| 7 (*d*) | JAMMU AND KASHMIR (KASHMIR STATE)— (*5′ 6″ gauge.*) | | | | |
| | Frontier of the Kashmir State to the left bank of the Tawi river near Jammu | 25-2-88 | 15-3-90 | 15·92 | |
| | TOTAL, JAMMU AND KASHMIR | ... | ... | ... | 15·92 |
| 7 (*f*) | NOWSHERA-DURGAI— (*2′ 6″ gauge.*) | | | | |
| | Nowshera to Durgai | 15-5-99 | 1-1-01 | 40·25 | |
| | TOTAL, NOWSHERA-DURGAI | ... | ... | ... | 40·25 |
| 7 (*e*) | LUDHIANA-DHURI-JAKHAL— (*5′ 6″ gauge.*) | | | | |
| | Ludhiana *vid* Dhuri to Jakhal | 6-10-99 | 10-4-01 | 78·66 | |
| | TOTAL, LUDHIANA-DHURI-JAKHAL | ... | ... | ... | 78·66 |
| 7 (*g*) | DANDOT LIGHT— (*2′ 0″ gauge.*) | | | | |
| | Dandot station to the mouth of the main mine | ... | 5-7-89 | 1·89 | |
| | Head of middle incline to shaft No. 10 of outcrop mine | ... | 1-7-93 | 1·29 | |
| | Head of upper incline to Pidh coal platform | ... | 6-6-95 | 3·00 | |
| | TOTAL, DANDOT | ... | ... | ... | 6·18 |
| | GRAND TOTAL OPEN MILEAGE, NORTH WESTERN SYSTEM | ... | ... | ... | 3,749·11 |
| | *Lines under construction or sanctioned for construction—* | | | | |
| 7 (*h*) | KHUSALGARH-KOHAT-THAL— (*2′ 6″ gauge.*) | | | | |
| | Khusálgarh *vid* Kohat to Thal | 31-10-00 | Uncertain | 92·20 | |
| | TOTAL, KHUSALGARH-KOHAT-THAL | ... | ... | ... | 92·20 |
| | JECH-DOOAB— (*5′ 6″ gauge.*) | | | | |
| | Malakwal to the Karana Hills | ... | ... | 51·40 | |
| | | | | | 51·40 |
| | Total, Lines under construction | ... | ... | ... | 143·60 |
| | GRAND TOTAL, NORTH WESTERN SYSTEM | ... | ... | ... | 3,892·71 |
| 7 (*f*) | NOWSHERA-DURGAI— (*See* North Western System.) | | | | |

*on the 31st December 1901, alphabetically arranged.*

| | REMARKS. |
|---|---|
| 8. Details of construction.—*concld.* | |
| (*d*) *Bridges.* | —The following are the important bridges of 1,000′ length and over:—Chinee creek (between Kiámári and Kurrachee City), 32 spans of 40′; Baran *viaduct* (between Meting and Bholari), 32 spans of 45 feet; Bridge No. 135 (between Chidarzai and Ab-i-Gum), 20 spans of 60 feet; Empress (between Adamwáhan and Adamwáhan bridge) 16 spans of 250 feet; Chenab (between Sher Shah and Chenab west bank), 17 spans of 200 feet; Kaisar-i-Hind (between Ganda Singhwála and Hussainiwala), 27 spans of 150 feet; Beas (between Beas and Beas east bank), 32 spans of 100′ and 2 spans of 120 feet; Ravi (between Shahdara and Badami Bag), 15 spans of 90 feet; Sutlej (between Phillour and Ladhowal), 41 spans of 99 feet, 4 spans of 71 feet, 1 span of 99·67 feet and 1 span of 96·8 feet; Markunda (between Kersian and Barara), 9 spans of 99 feet and 2 spans of 100 feet; Jumna (between Jagadhri and Sarsawa), 22 spans of 99 feet and 2 spans of 100 feet; Alexandra (between Wazirabad and Kathála), 28 spans of 133·50 feet; Victoria (between Malakwal and Haranpur), 17 spans of 150 feet; Jhelum (between Karyala and Jhelum) 50 spans of 90 feet and 1 span of 18·50 feet; Attock (between Khairabad and Attock), 2 spans of 296·25 feet, 3 spans of 246·25 feet and 2 spans of 40 feet; Lansdowne (between Sukkur and Rohri), 1 span of 790 feet, 1 span of 270 feet, 1 span of 230 feet and 1 span of 90 feet. |
| | *Khusalgarh-Kohat-Thal railway.*—The Indus at Khusalgarh will, for the present, be crossed by a cable way, the clear cable span from saddle to saddle being 1,100 feet. |
| (*e*) *Fencing*— | |
| | *North Western railway.*—The main line, Ferozepore and Pathankot branches and the Ludhiana-Duri-Jakhal railway are, for the most part, fenced on both sides. The section from Lála Musa to Peshawar is, however, only partially fenced. The Wazirabad and Khusálgarh branches are unfenced, except at stations. The Sind-Sagar railway is unfenced, except on the portion from Sher Shah to Chenab west bank. The Kundián-Miánwáli branch is unfenced throughout. The Sind-Pishin main line is fenced from Ruk Junction to Jhatpat; the remainder of the line is unfenced. The Sibi-Nari bank and Quetta-Bostán sections are unfenced. |
| | *The Rajpura-Bhatinda railway.*—The line is fenced from Rajpura to Patiala only. The rest of the system is unfenced. |
| | *The Ludhiana-Dhuri-Jakhal railway.*—The line is fenced throughout. |
| (*f*) *Curves*— | |
| | 5′6″ gauge.—Of curves under a radius of 1,000 feet, there are 25·73 miles distributed over the line varying from 455 feet to 990 feet in radius. |
| | *Dandot-Light railway.*—One semi-circular curve of a radius of 75 feet is used to enable the line to turn on itself. |
| | *Nowshera-Durgai railway.*—The sharpest curve is 477 feet radius. |
| (*g*) *Gradients.* | —Of a total open mileage of 3,749·11 miles on the system, 71·19 miles are on a gradient of 1 in 50 or steeper. On the Dandot Light railway, the ruling gradient is 1 in 2·50 over a length of 0·24 mile. |

*History of railways constructed and in progress*

| Class : No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| 6 (*a*) | **OUDH AND ROHILKHAND SYSTEM—** (*5′ 6″ gauge.*) | | | Miles. | Miles. |
| | *Main line—* | | | | |
| | Moghal Serai to mile 3·25 | ... | 22-12-62 | 3·25 | |
| | From mile 3·25 south of the Dufferin bridge to the Benares Ganges station | ... | 1-10-87 | 4·25 | |
| | From the Benares Ganges station to Benares Cantonment | ... | 18-6-83 | 1·50 | |
| | Benares Cantonment to Rae Bareli | Oct. 1895 | 4-4-98 | 138·36 | |
| | Lucknow to Rae Bareli | 5-8-91 | 18-10-93 | 48·56 | |
| | Lucknow to Sandila | ... | 1-2-72 | 30·00 | |
| | Sandila to Hardoi | ... | 15-7-72 | 33·00 | |
| | Hardoi to Sháhjahánpur | ... | 1-3-73 | 39·00 | |
| | Sháhjahánpur to Faridpur | ... | 8-9-73 | 32·00 | |
| | Faridpur to Bareilly | ... | 1-11-73 | 13·00 | |
| | Bareilly to Moradabad (chord line *vid* Rámpur) | 4-12-91 | 8-6-94 | 56·07 | |
| | Moradabad to Nagina | 29-8-81 | 8-10-84 | 47·25 | |
| | Nagina to Najibabad | | 1-4-85 | 13·70 | |
| | Najibabad to Saháranpur | | 1-1-86 | 58·25 | |
| | | | | 518·19 | |
| | *Loop lines—* | | | | |
| | Bareilly to Ukka | ... | 22-12-73 | 5·00 | |
| | Ukka to Aonla | ... | 1-11-73 | 11·00 | |
| | Aonla to Chandausi | ... | 10-6-73 | 27·00 | |
| | Chandausi to Moradabad | ... | 28-10-72 | 27·50 | |
| | Benares Cantonment to Sháhganj | ... | 5-1-74 | 56·03 | |
| | Sháhganj to Bilwái | ... | 1-5-74 | 7·00 | |
| | Bilwái to Málipur | ... | 17-4-74 | 9·00 | |
| | Málipur to Akbarpur | ... | 2-3-74 | 12·00 | |
| | Akbarpur to Fyzabad | ... | 10-6-73 | 36·00 | |
| | Fyzabad to Bara Banki | ... | 25-11-72 | 62·00 | |
| | Bara Banki to Lucknow | ... | 1-1-72 | 17·00 | |
| | | | | 269·53 | |
| | Total Main and Loop lines | ... | ... | ... | 787·72 |
| | *Branches—* | | | | |
| | Moradabad to Gajroula | 8-4-97 | 1-4-00 | 33·40 | |
| | Gajroula to Gháziabad | | 25-11-00 | 53·37 | |
| | | | | 86·77 | |
| | *Ajodhya ghát branch—* | | | | |
| | Ránupáli to Ajodhya ghat | 16-12-84 | 15-11-86 | 3·22 | |
| | *Bahramghat branch—* | | | | |
| | Bara Banki to Bahramghât | ... | 20-11-72 | 21·52 | |
| | *Cawnpore branch—* | | | | |
| | Lucknow to Cawnpore | Jany. 1864 | 23-4-67 | 42·00 | |
| | Left bank Ganges to junction with the East Indian railway at Cawnpore | ... | 15-7-75 | 3·22 | |
| | Passenger approach to the East Indian railway at Cawnpore | ... | 21-2-88 | 0·23 | |
| | | | | 45·45 | |
| | *Aligarh branch—* | | | | |
| | Aligarh to Rájghat | ... | 1-2-72 | 30·12 | |
| | Rájghat to Chandausi | ... | 28-10-72 | 30·48 | |
| | | | | 60·60 | |
| | *Hardwar branch—* | | | | |
| | Lhaksar Junction to the left bank of the Ganges Canal Jawálapur | 15-5-83 | 1-1-86 | 13·53 | |
| | Left bank of the Ganges Canal near Jawálapur to Hardwar | | 20-8-86 | 3·53 | |
| | | | | 17·06 | |
| | *Kotdwára branch—* | | | | |
| | Najibabad Junction to the right bank of the Koh river opposite Kotdwára | Oct. 1895 | 24-12-96 | 15·19 | |
| | Total Branches | ... | ... | ... | 249·81 |
| | TOTAL, OPEN MILEAGE OUDH AND ROHILKHAND PROPER | ... | ... | ... | 1,037·53 |
| | Carried over | ... | ... | ... | 1,037·53 |

*on the 31st December 1901, alphabetically arranged.*

REMARKS.

1. **Lines comprising system.**—The Oudh and Rohilkhand railway system is made up of :—

| | Open line. Miles | Under construction. Miles. | Total Miles. |
|---|---|---|---|
| (*a*) Oudh and Rohilkhand State railway (5′ 6″ gauge) | 1,037·53 | ... | 1,037·53 |
| (*b*) Hardwar-Dehra railway (5′ 6″ gauge) | 32·04 | ... | 32·04 |
| (*c*) Cawnpore Burhwal (3′ 3⅜″ gauge) link | 79·60 | ... | 79·60 |
| (*d*) *Allahabad-Fyzabad railway (5′ 6″ gauge)* | ... | 94·67 | 94·67 |
| Total | 1,149·17 | 94·67 | 1,243·84 |

2. **Oudh and Rohilkhand State railway—**

(*a*) The Oudh and Rohilkhand railway is owned and worked by the State.

(i) *General remarks.*—The Oudh and Rohilkhand railway was acquired by the State from the late guaranteed Company on the 1st January 1889.

A tramway constructed at the expense of Messrs. Carew & Co. connects the Rosa Sugar factory with Rosa station on the Oudh and Rohilkhand State railway. This tramway is 3·25 miles long and is worked by manual power. It is used for goods traffic only.

The construction of the Cawnpore-Burhwal (3′ 3⅜″ gauge) link was sanctioned as a part of the project for linking up the metre gauge systems of Northern India. The mileage shown excludes 3·66 miles of the existing line of the Lucknow-Bareilly railway between Daliganj and Aishbagh, which forms a part of the alignment of this line. Starting from the north of Burhwal station, on the Oudh and Rohilkhand State railway, it runs up to Bara Banki along a third rail laid inside the Oudh and Rohilkhand State railway line, and thence on to Malhaur a separate 3′ 3⅜″ track has been laid parallel to, and 14 feet distant from, the Oudh and Rohilkhand railway track. From Malhaur it deviates to the east, over new country and joins the Lucknow-Bareilly railway at the north end of Daliganj station. Passing through Daliganj, the Lucknow-Bareilly railway is utilized to Aishbagh, where it crosses that railway and runs for 2·08 miles over new country; it joins the Cawnpore branch of the Oudh and Rohilkhand State railway at mile 2·80 from Lucknow, then runs parallel to the latter line up to the Cawnpore bridge station, from which point a third rail has been laid across the Ganges bridge. After clearing the bridge, the separate track, parallel to the Oudh and Rohilkhand railway is resumed and followed up to and through the Cawnpore (Oudh and Rohilkhand State railway) station yard, and, passing on, crosses the Grand Trunk Road, Ganges canal, and East Indian railway goods siding on a grade crossing, and joins the Cawnpore-Achnera railway at mile 83·26.

3. **Hardwar-Dehra railway.—**

(*a*) The Hardwar-Dehra railway is worked under the following contract :—

*Contract of.*—26th March 1897 (between the Secretary of State and the Hardwar-Dehra Railway Company) for construction and working.

(*b*) The general conditions of the contract are as follows :—

(i) *Terms of contract.*—The Hardwar-Dehra Railway Company is authorised to raise 30 lakhs of rupees as capital; and except for *bonâ fide* temporary purposes, at a reasonable rate of interest, the Company cannot, without the sanction of Government or the working agency, increase its share or stock capital.

(ii) *Government aid.*—Interest at 3 per cent. per annum is guaranteed. Government also allow Rs. 3,600 for office and management expenses in any year in which the minimum dividend of 3 per cent. is not received by the Company from the earnings of the line, and pay all legal expenses properly debitable to revenue. Land is also provided free of charge.

(iii) *Currency of contract.*—Government may determine the contract, on twelve months' notice either on the 31st December 1919 or at the expiration of any subsequent period of ten years, by paying a sum equal to 25 times the average yearly net earnings during the three years prior to determination, provided the payment does not exceed by more than 20 per cent., or is not less than, the total capital expenditure.

(iv) *Power of Company to surrender contract.*—Nil.

(v) *Terms of working.*—After deduction of 50 per cent. of the gross earnings for working expenses, and repayment to Government of the interest paid by Government under the contract and attributable to each half-year, the residue, if any, at the end of the year to be divided in equal proportions between the Government and the Company.

**Appendix 47.**
History of railways.

**APPEN**

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| 6 (*a*) | OUDH AND ROHILKHAND SYSTEM—*concld.* | | | Miles. | Miles. |
| | Brought forward | ... | ... | ... | 1,037·53 |
| 6 (*b*) | HARDWAR-DEHRA— *(5′ 6″ gauge.)* | | | | |
| | Hardwar to Dehra | 18-11-96 | 1-3-00 | 32·04 | |
| | TOTAL, HARDWAR-DEHRA | ... | ... | ... | 32·04 |
| (*c*) | CAWNPORE-BURHWAL— *(3′ 3⅜″ gauge.)* | | | | |
| | Burhwal to Daliganj | Oct. 1894 | 24-11-96 | *34·57 | |
| | Aishbagh to Cawnpore | Oct. 1894 | 25-4-97 | †45·03 | |
| | TOTAL, CAWNPORE-BURHWAL | ... | ... | ... | 79·60 |
| | *Line under construction or sanctioned for construction—* | | | | |
| 6 (*d*) | ALLAHABAD-FYZABAD— *(5′ 6″ gauge.)* | | | | |
| | Allahabad to Fyzabad | ... | ... | 94·67 | |
| | TOTAL, ALLAHABAD-FYZABAD | ... | ... | ... | 94·67 |
| | GRAND TOTAL, OUDH AND ROHILKHAND SYSTEM | ... | ... | ... | 1,243·84 |

* Including the length Burhwal to Bara Banki, 16·70 miles, laid on a mixed gauge.
† Including the length over the Cawnpore bridge, 0·59 mile, laid on a mixed gauge.

REMARKS.

3. **Hardwar-Dehra railway**—*concluded.*

(*b*) General conditions—*concluded.*

(vi) *Rates and fares.*—Rates and fares to be arranged between Government and the working agency within one-and-a half times the maximum and minimum rates and fares in force on the Oudh and Rohilkhand railway.

4. **General remarks.**—One mile of the Oudh and Rohilkhand railway at Cawnpore is worked over by the Indian Midland railway.

The Cawnpore-Burhwal, 3′ $3\frac{3}{8}$″ gauge, link works over 3·66 miles of the Lucknow-Bareilly railway between Daliganj and Aishbagh.

5. **Details of construction.**—

(*a*) *Permanent-way.*—The permanent-way at first adopted for the 5′ 6″ gauge portion of the system was a 60 lb. iron rail, laid partly on cast-iron oval bowl, and partly on wrought-iron saddle-back sleepers. Up to 1889, the original iron rails had been replaced by 60 lb. steel rails, and since 1889, all renewals have been made with 75 lb. steel rails of the Indian State railway pattern, laid on metal or wooden sleepers, the former being steel bowls, or cast iron bowls locally made, the latter sâl and deodar. All new lines are laid with 75 lb. steel rails and metal or wooden sleepers.

*Cawnpore-Burhwal.*—Where the line is not mixed gauge, it is laid with new 50 lb. steel rails.

(*b*) *Ballast.*—The line is ballasted throughout, either with sand or earth with a covering of broken brick or kunkur, or kunkur stone or shingle.

(*c*) *Bridges.*—The following are the important bridges of 1,000 feet and over:—Dufferin (between Moghal Serai and Kashi), 7 spans of 331 feet and 9 spans of 103 feet; Sai (between Jalalganj and Zafrabad), 2 spans of 58·8 feet and 16 spans of 57·5 feet; Goomtee (between Zafrabad and Jaunpur City), 16 spans of 82 feet; Ganges (between Ganges bridge and Cawnpore), 23 spans of 100 feet, 2 spans of 96 feet and 2 spans of 40 feet; Gurrah (between Shâhjahânpur and Banthra), 18 spans of 66 feet; Ramgunga (between Bareilly and Basharatgunj), 31 spans of 56 feet, 1 span of 72 feet, 1 span of 58 feet and 1 span of 55 feet; Ganges (between Bahrala and Rajghat), 33 spans of 80 feet; Kosi (between Rámpur and Rajhera), 10 spans of 98·56 feet; Ramgunga (between Rajhera and Moradabad), 10 spans of 200 feet; Bangunga (between Raisi and Lhaksar), 14 spans of 92·6 feet; Ganges (between Balawali and Raisi), 11 spans of 249 feet; Solani (between Landhaura and Lhaksar), 11 spans of 149·58 feet.

(*d*) *Fencing.*—The line is fenced throughout, except on the Hardwar-Dehra branch which is only partially fenced.

(*e*) *Curves.*—There are no curves of a shorter radius than 1,000 feet, except on the Cawnpore-Burhwal railway where the sharpest curve has a radius of 573 feet.

(*f*) *Gradients.*—Of a total open mileage on the system of 1149·17 miles, 9·30 miles are on a gradient of 1 in 80 or steeper.

Appendix 47.
Histoty of railways.

APPEN

*History of railways constructed and in progress*

| Class : No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| 9 (*j*) | **PALANPUR-DEESA—**<br>(*See* Bombay, Baroda and Central India system.) | | | | |
| 4 (*c*) | **PARLAKIMEDI LIGHT—**<br>(*See* Bengal-Nágpur system.) | | | | |
| 9 (*d*) & (*e*) | **PETLAD-CAMBAY—**<br>(*See* Bombay, Baroda and Central India system.) | | | | |
| 23 (*d*) | **PONDICHERRY—**<br>(*See* South Indian system.) | | | | |
| 17 (*c*) | **POWAYAN LIGHT—**<br>(*See* Rohilkund and Kumaon system.) | | | | |
| 4 (*b*) | **RAIPUR-DHAMTARI—**<br>(*See* Bengal-Nágpur system.) | | | | |
| 9 (*l*) | **RAJPIPLA—**<br>(*See* Bombay, Baroda and Central India system.) | | | | |
| 7 (*c*) | **RAJPURA-BHATINDA—**<br>(*See* North Western system.) | | | | |
| 9 (*g*) | **RAJPUTANA-MALWA—**<br>(*See* Bombay, Baroda and Central India system.) | | | | |

DIX 47—*continued.*

*on the 31st December 1901, alphabetically arranged.*

| REMARKS. |
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| |
| |
|

**Appendix 47.**
History of railways.

**APPEN**

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 28 (*a*) | **RÁNAGHAT-KRISHNAGAR LIGHT—** (*2' 6" gauge.*) | | | | |
| | Right bank of the Churni river (Aistala Ghát) near Ránaghat to Krishnagar . . . . . | Decr. 1895. | 5-4-99 | 20·25 | |
| | TOTAL, RANAGHAT-KRISHNAGAR LIGHT . | ... | ... | ... | 20·25 |
| 3 (*f*) | **REWAH—** (*See* East Indian system.) | | | | |

DIX 47—*continued.*



*on the 31st December 1901, alphabetically arranged.*

| REMARKS. |
|---|
| **1. Ranaghat-Krishnagar Light railway—** |
| (*a*) The Ránaghat-Krishnagar Light railway is maintained and worked on the terms in Bengal Government, Public Works Department Notification No. 334, dated the 16th December 1895 under the following agreement:— |
| *Agreement of*—6th September 1895 (between the Ránaghat-Krishnagar Light Railway Company and the District Board of Nadia). |
| (*b*) The general conditions are as follows:— |
| (i) *Aid by the District Board.*—The District Board make up the net earnings of the Company to Rs. 1,473 per mile per annum constructed and declared open, limited to a maximum claim of Rs. 28,000 per annum. |
| (ii) *Currency of agreement.*—The District Board may determine agreement by purchase under section 41, Act III of 1883 (Bengal Code), the amount payable being calculated at 20 years' purchase of the average net annual profits to the Company during the four years preceding, together with a bonus of 20 per cent. on the amount so arrived at. |
| (iii) *Terms of working.*—When the net earnings of the Company, after deducting any commission payable to Agents, exceed 4 per cent. upon the capital, such surplus profits exceeding 4 per cent. and not exceeding 8 per cent. are divided equally between the Company and the District Board; and when the net earnings exceed 8 per cent. upon the capital, the Company receive one-fourth share of the surplus, the remaining three-fourths of such surplus being equally divided between the District Board and Government. |
| (iv) *Rates and fares.*—The same rates and fares as are in force on the Howrah-Amta railway. |
| (v) *General remarks.*—The line has been constructed on the old Government embankment made for the abandoned Ranaghat-Bhagwangola railway. On the 23rd February 1899, the Indian Railways Act, IX of 1890, except section 135 was applied to the line. A siding, 1·50 miles long, has been constructed by the Eastern Bengal State railway on the 5' 6" gauge, and runs from the Ránaghat station to the left bank of the Churni and connects with the railway by a ferry worked by the Ránaghat-Krishnagar Light railway. |
| **2. Details of construction.—** |
| (*a*) *Permanent-way.*—The permanent-way consists of 25lb. steel rails, Vignole's pattern, and cross sleepers of pyinkado, 9 per rail of 24 feet. |
| (*b*) *Ballast.*—The line is ballasted throughout with brick. |
| (*c*) *Fencing.*—The line is unfenced. |
| (*d*) *Curves.*—The sharpest curve is of 600 feet radius. |
| (*e*) *Gradients.*—Of a total length of 20·25 miles, 0·80 mile is on a gradient of 1 in 300, or steeper. |

**Appendix 47.**
History of railways.

**APPEN**

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 17 (*a*) | ROHILKUND AND KUMAON SYSTEM— | | | | |
| | (*3′ 3⅜″ gauge.*) | | | | |
| | COMPANY'S SECTION— | | | | |
| | Bhoojeepura to Kathgodam . . . . . | 1882 | 12-10-84 | 53·92 | |
| | TOTAL COMPANY'S SECTION . | ... | ... | ... | 53·92 |
| 17 (*b*) | LUCKNOW-BAREILLY STATE RAILWAY SECTION— | | | | |
| | (*3′ 3⅜″ gauge.*) | | | | |
| | *Main line*— | | | | |
| | Lucknow to Sitapur . . . . . | 8-10-84 | 15-11-86 | 55·00 | |
| | Sitapur to Lakhimpur . . . . . | | 15-4-87 | 28·50 | |
| | Lakhimpur to Gola Gokaran Náth . . . . | | 15-12-87 | 21·50 | |
| | Gola Gokaran Náth to Pilibhit . . . . . | 27-12-89 | 1-4-91 | 57·55 | |
| | Pilibhit to Bhoojeepura . . . . . | Bareilly to miles 4·62 on 17-3-82. | 15-11-84 | 24·00 | |
| | Bhoojeepura to Baroilly . . . . . | Mile 4·62 to Pilibhit, 24-2-83. | 12-10-84 | 12·00 | |
| | Total Main line . | ... | ... | ... | 198·55 |
| | *Branches*— | | | | |
| | Bareilly grain siding . . . . . | 24-3-92 | 1-4-94 | 1·75 | |
| | *Dudhwa branch*— | | | | |
| | Mailani to Sarda . . . . . | Mailani to Dudhwa, 3-12-90; | 1-1-93 | 15·00 | |
| | Sarda to Sohela . . . . . | | 10-3-93 | 8·50 | |
| | Sohela to Sonaripur . . . . . | Dudhwa to Sonaripur 2-11-93 | 18-3-94 | 7·37 | |
| | Total Branches . | ... | ... | ... | 32·62 |
| | TOTAL OPEN MILEAGE, LUCKNOW-BAREILLY . | ... | ... | ... | 231·17 |
| | *Line under construction or sanctioned for construction*— | | | | |
| | *Dudhwa branch*— | | | | |
| | Dudhwa to Mohan river . . . . . | 12-4-01 | ... | 5·96 | |
| | Total Line under construction . | ... | ... | ... | 5·96 |
| | TOTAL, LUCKNOW-BAREILLY SECTION . | ... | ... | ... | 237·13 |
| 17(*c*) | POWAYAN LIGHT— (*2′ 6″ gauge.*) | | | | |
| | Shahjahanpur to Powayan . . . . . | Jany. 1889. | 17-6-90 | 17·00 | |
| | Powayan to Khotar . . . . . | | 19-5-91 | 14·00 | |
| | Khotar to Mailani . . . . . | Feby. 1894. | 22-12-94 | 8·50 | |
| | TOTAL, POWAYAN LIGHT . | ... | ... | ... | 39·50 |
| | GRAND TOTAL, ROHILKUND AND KUMAON SYSTEM . | ... | ... | ... | 330·55 |

DIX 47—*continued.*



*on the 31st December 1901, alphabetically arranged.*

REMARKS.

1. **Lines comprising system.**—The Rohilkund and Kumaon railway system is made up of—

| | Open line. Miles. | Under construction. Miles. | Total. Miles. |
|---|---|---|---|
| (*a*) Rohilkund and Kumaon railway (3′ 3⅜″ gauge) | 53·92 | ... | 53·92 |
| (*b*) Lucknow-Bareilly State railway (3′ 3⅜″ gauge) | 231·17 | 5·96 | 237·13 |
| (*c*) Powayan light railway (2′ 6″ gauge) | 39·50 | ... | 39·50 |
| Total | 324·59 | 5·96 | 330·55 |

2. **Rohilkund and Kumaon and Lucknow-Bareilly State railways.**—

(*a*) The Rohilkund and Kumaon, and Lucknow-Bareilly State railways are worked under the following contracts—

*Contract of*—12th October 1882.—Rohilkund and Kumaon Railways Company's original contract.

8th September 1890.—Contract for the working and maintenance of the Lucknow-Bareilly State railway and the Rohilkund and Kumaon Company's line as one system. (Principal contract).

31st December 1892.—Relating to advances of capital by Government.

5th February 1901.—Contract modifying the terms of the previous contracts.

(*b*) The general conditions of the contracts are as follows:—

(i) *Government aid.—Company's section.*—Government guaranteed interest at 4 per cent. in sterling on the capital expended up to £200,000 until the line was opened for traffic, but not for longer than the first two years of the contract; thereafter a subsidy of Rs. 20,000 half-yearly for ten years from date of opening, which ceased after 31st December 1894. Land was provided free, subject to the condition that the Company pay on demand to Government the cost price of land purchased by the latter subsequent to the date of the principal contract.

*Lucknow-Bareilly section.*—The Company to raise £160,000 capital by debentures which Government guarantees as to repayment of capital and payment of interest, the Company undertaking to reimburse Government from its own funds any amount by which the guarantee may exceed the annual limit of Rs. 96,000. Land was also provided free of charge.

*Note.*—All sums to be advanced by Government after the 31st December 1900 bear interest at the rate of 3½ per cent. per annum under agreement dated the 5th February 1901.

(ii) *Terms of contract.*—The Lucknow-Bareilly section was taken over in an unfinished state by the Company which raised the sum of £ 160,837 by the issue of debentures for the purpose of completing it. The remainder of the capital expended has been supplied by Government. The contract provides that the railway shall be worked in conjunction with the Company's own line, a joint account of working expenses being kept and the total amount divided half-yearly between the State line and the Company's line in proportion to their respective gross earnings.

(iii) *Currency of contracts.*—

*Rohilkund and Kumaon railway.*—Government may terminate the contract at the end of the 30th year (*i.e.*, on the 31st December 1912) or the 50th year (*i.e.*, on the 31st December 1932) by giving 12 months' notice. If the contract terminate by such notice or by efflux of time, Government is to pay 25 times the average net earnings, deducting the Government share of surplus profits during the 5 years preceding the termination. The Government may also determine the contract at any time on six months' notice, if the Company fail to observe their obligations, on payment of the value of permanent-way, stock and plant, or may call upon the Company to accept the same in lieu of payment in which case the Company must remove their property within nine months from termination of contract, otherwise it becomes the property of the Government.

*Lucknow-Bareilly State railway.*—Government may determine the contract on the 31st December 1907, or on the 31st December of any subsequent year by giving twelve months' notice. In the event, however, of the original contract dated the 12th October 1882 terminating by efflux of time or under notice of purchase or notice of determination, this contract *ipso facto* also terminates at the same time. Government may also terminate the contract if the Company fail to observe their obligations after six months' notice. On determination of the contract, Government resume possession of the State railway on payment to the Company of the amount of the capital received or take over their liabilities, with respect to such capital.

(iv) *Power of Company to surrender contract.*—Nil.

(v) *Terms of working.—Company's section.*—During the period that the Government are liable to pay interest, the surplus profits, after repayment of the guaranteed interest, go to the Company. Subsequently, half the surplus profits, after 5 per cent. for the year (within a limit of £ 5,000 for each half-year) has been appropriated to the Company, is to be applied in repayment to Government of arrears of Guaranteed interest and of interest thereon. The other half and any ultimate surplus to belong to the Company. After the year ending 31st December 1897, Government are to receive half the surplus profits in excess of 6 per cent.

*Note.*—It has been agreed that, in calculating the surplus profits for division, sums received by the Company as their share of the surplus profits of the Lucknow-Bareilly railway shall not be taken into account.

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Appendix 47.
History of railways.

APPEN

*History of railways constructed and in progress*

| Class : No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| 17 (*a*) | **ROHILKUND AND KUMAON SYSTEM**—*concld.* | | | | |
| 16 (*c*) | **SAGAULI-RAXAUL**— (*See* Bengal and North-Western system.) | | | | |
| 11 (*e*) | **SHORANUR-COCHIN**— (*See* Madras system.) | | | | |
| 1 (*c*) | **SOUTH BEHAR**— (*See* East Indian system.) | | | | |

*on the 31st December 1901, alphabetically arranged.*

REMARKS.

2. **Rohilkund and Kumaon and Lucknow-Bareilly State railways**—*concluded.*

(*b*) General conditions—*concluded.*

(v) *Terms of working*—concluded.

*Lucknow-Bareilly section.*—The working expenses of the system are divided between the Company's line and the State railway in proportion to their gross earnings, the profits of the State railway being applied:—in meeting payment of interest on the debentures, and of interest at 4 per cent. on any further capital supplied by the Company for the undertaking or advanced by Government; in payment to Government of interest at 4 per cent. on their capital in the undertaking; the residue to be divided half-yearly between Government and the Company in the ratio of their respective shares of capital in the undertaking.

Any insufficiency of the profits to meet the charges under (1) that may be met by money supplied by Government shall be a cumulative preference charge against subsequent profits before division of residue.

(vi) *Rates and fares*—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

3. **Powayan Light railway**—The working and maintenance of this railway was taken over by the Rohilkund and Kumaon Railway Company from the 17th December 1900. The agreement is under consideration.

4. **General remarks.**—The Rohilkund and Kumaon railway works over 12·00 miles of the Lucknow-Bareilly State railway from Bhojeepura to Bareilly.

The following length of the Lucknow-Bareilly State railway is worked over by the Cawnpore-Burhwal, 3′ 3⅜″ gauge, link: Daliganj to Aishbagh, 3·66 miles.

5. **Details of construction.**—

(*a*) *Permanent-way.*—The line is laid principally with 41¼ lb. steel rails (with the exception of the old Oudh and Rohilkhand railway 60lb. steel rails between Daliganj and Lucknow Junction), and sâl, asna and deodar sleepers. On the Powayan Light railway, the rails are flat-bottomed steel, weighing 25lb. to the yard, laid on sal sleepers.

(*b*) *Ballast.*—The ballsat consists of brick, shingle and kunker. The Powayan Light railway is earth ballasted.

(*c*) *Fencing.*—The system is unfenced except at stations.

(*d*) *Curves.*—The only curve under a radius of 1,000 feet occurs between Lucknow Junction and Lucknow City, the length of which is 0·63 mile.

(*e*) *Gradients.*—Of a total mileage of 324·59 miles on the system, 13·70 miles are on a gradient of 1 in 100 or steeper.

**Appendix 47.**
History of railways.



*History of railways constructed and in progress*

| Class : No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| 23 (*a*) | **SOUTH INDIAN SYSTEM—** (*3′ 3⅜″ gauge*). | | | Miles. | Miles. |
| | MADRAS-TUTICORIN SECTION— | | | | |
| | *Main line—* | | | | |
| | Madras (Beach Joint to Beach old) | 1900 | 15-1-00 | 0·33 | |
| | Madras Beach old to Park zero | 25-2-73 | 1-1-79 | 1·60 | |
| | Madras (Park zero) to Tindivanam | | 1-9-76 | 76·05 | |
| | Tindivanam to Cuddalore old town | | 1-1-77 | 52·01 | |
| | Cuddalore old town to Porto Novo | 12-6-74 | 1-7-77 | 17·15 | |
| | Porto Novo to Chidambaram | | 1-10-78 | 6·73 | |
| | Chidambaram to Coleroon | | 1-7-79 | 4·57 | |
| | Coleroon to Shiyali | | 1-1-78 | 6·06 | |
| | Shiyali to Máyavaram | | 1-7-77 | 12·24 | |
| | Máyavaram to Tanjore | | 15-2-77 | 43·76 | |
| | Tanjore to Trichinopoly Junction | May '59 | 11-3-62 | 31·14 | |
| | Trichinopoly Junction to Madura | 2-3-72 | 1-9-75 | 96·04 | |
| | Madura to Tuticorin | | 1-1-76 | 98·71 | |
| | Tuticorin to Foreshore | 1899 | 7-8-99 | 0·41 | |
| | Total Main line | ... | ... | ... | 446·80 |
| | *Branches—* | | | | |
| | *Arkonam branch—* | | | | |
| | Chingleput to Wálajábád | Nov. '29 | 1-8-80 | 13·66 | |
| | Wálajábád to Conjeeveram | | 1-1-81 | 7·94 | |
| | Conjeeveram to Arkonam | 11-3-64 | 8-5-65 | 17·65 | |
| | | | | 39·25 | |
| | *Pondicherry branch—* | | | | |
| | Villupuram to Gingee river, inclusive of bridge over the river | May '79 | 15-12-79 | 16·47 | |
| | *Nagore branch—* | | | | |
| | Tanjore to Tiruvallúr | May '59 | 2-12-61 | 33·83 | |
| | Tiruvallúr to Negapatam | | 15-7-61 | 14·33 | |
| | Negapatam to Nagore | 11-11-98 | 1-12-99 | 4·67 | |
| | | | | 52·83 | |
| | *Pulliarpati Quarry branch—* | | | | |
| | Tanjore to buffer end, Pulliarpati quarry | 1898 | 1-7-98 | 4·57 | |
| | *Erode branch—* | | | | |
| | Trichinopoly Junction to Fort | May '59 | 11-3-62 | 2·52 | |
| | Trichinopoly Fort to Karúr | | 3-12-66 | 44·65 | |
| | Karúr to Kodumudi | | 1-7-67 | 16·70 | |
| | Kodumudi to Erode | | 1-1-67 | 23·54 | |
| | | | | 87·41 | |
| | *Tinnevelly branch—* | | | | |
| | Maniyáchi to Tinnevelly | 2-3-72 | 1-1-76 | 18·23 | |
| | *Wharf branch—* | | | | |
| | Cuddalore old town to Wharf | 1899 | 7-8-99 | 1·54 | |
| | *Capper quarry branch—* | | | | |
| | Junction with main line to Capper Quarry | 1900 | 15-4-00 | 0·86 | |
| | *Salt branch—* | | | | |
| | Tuticorin to buffer end of Sevandacolam salt siding | 1899 | 12-11-99 | 2·14 | |
| | Junction of Sevandacolam salt siding to buffer end of Livingepuram | | 12-11-99 | 0·25 | |
| | | | | 2·39 | |
| | Total Branches | ... | ... | ... | 223·55 |
| | TOTAL, MADRAS-TUTICORIN SECTION | ... | ... | ... | 670·35 |
| | Carried over | ... | ... | ... | 670·35 |

*on the 31st December 1901, alphabetically arranged.*

REMARKS.

**1. Lines comprising system.**—The South Indian railway system is made up of—

| | Open line. Miles. | Under construction. Miles. | Total. Miles. |
|---|---|---|---|
| (*a*) South Indian railway (3′ 3⅜″ gauge) | 1,033·63 | 150·66 | 1,184·29 |
| (*b*) Tanjore District Board (Mayavaram-Mutupet) railway (3′ 3⅜″ gauge) | 54·08 | 44·86 | 98·94 |
| (*c*) The Karaikkal-Peralam railway (3′ 3⅜″ gauge) | 14·65 | ... | 14·65 |
| (*d*) Pondicherry railway (3′ 3⅜″ gauge) | 7·85 | ... | 7·85 |
| (*e*) *Tinnevelly-Quilon (Travancore) branch (Native State section) (3′ 3⅜″ gauge)* | ... | 57·94 | 57·94 |
| Total | 1,110·21 | 253·46 | 1,363·67 |

**2. South Indian railway.**—

(*a*) The South Indian railway is worked under the following contract—

*Contract of*—24th November 1890 (between the Secretary of State and the South Indian Railway Company) for working.

(*b*) The general conditions of the contract are as follows:—

(i) *Terms of contract.*—The original South Indian Railway Company ceased to exist at the end of 1890, when the railway was purchased by the State. The purchase was effected by means of a cash payment to the Company, and all the contracts then subsisting between the Secretary of State and the Company were determined. The purchase price was £4,197,557.* The Secretary of State assumed all liability in connection with the Company's debentures and debenture stock, which is irredeemable. The present Company (practically the old one in a modified form) was constituted, with a capital of £1,000,000, as the agency for carrying on the working of the lines after their acquisition by the Government, and for completing a system of State lines which was under construction by the former Company at the date of the termination of its contract. Any further moneys required to be either provided by the Secretary of State, or raised by the Company under guarantee. Subject to the provision of the contract, all moneys paid by the Company become the absolute property of the Secretary of State.

| * Company's stock at date of purchase ... ... | £ 3,208,280 |
|---|---|
| Premium ... ... | 989,277 |
| | 4,197,557 |

(ii) *Currency of contract.*—Government may determine the contract on the 31st December 1910 or at the end of any succeeding fifth year, giving 12 months' previous notice. Government may also determine it, by giving six months' notice, should the Company fail to observe their obligations, or the line be worked at a loss for not less than three half-years continuously. On the expiration of the contract, Government are to take possession of the railway and all its appliances, repaying at par to the Company their capital of £1,000,000 and any further capital raised by them and paid to Government.

(iii) *Power of Company to surrender contract.*—Nil.

(iv) *Terms of working.*—The net receipts to be applied in payment to Government of—the equivalent in rupees of interest at 4½ per cent. on £425,000 irredeemable debenture stock of the old Company (at "the prescribed rate" of exchange); 3 per cent. on the net expenditure shown by the capital advance, stores and capital accounts, after deducting the sums of Rs. 1,40,00,000 and Rs. 59,50,000 (the contract equivalents of the Company's capital and of the irredeemable debenture stock respectively); and in payment of the residue to Government and the Company in the ratio of the respective capital amounts contributed by each.

(v) *Rates and fares.*—Certain maxima and minima have been fixed within which the Company are permitted to vary their rates.

(vi) *General remarks.*—The line from Negapatam to Erode was commenced in May 1859 by the late Great South Indian Railway Company and was completed on the 5′ 6″ gauge. It was converted to 3′ 3⅜″ gauge in sections as follows:—Negapatam to Trichinopoly, June and July 1875; Trichinopoly to Karur, July 1879; Karur to Erode, December 1879. The line from Arkonam to Little Conjeeveram was commenced on the 11th March 1864 by the Indian Tramway Company under the subsidy system and was completed on the 3′ 6″ gauge. It was converted to 3′ 3⅜″ gauge in July 1878.

On the 1st January 1891, the South Indian railway was purchased by the Secretary of State and handed over, together with the Villupuram-Guntakal State railway, to a new Company called the "South Indian Railway Company Limited," the whole now forming the South Indian railway system.

P. T. O.

Appendix 47.
History of railways.



*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 23 (*a*) | SOUTH INDIAN SYSTEM—*continued.* (*3′ 3⅜″ gauge.*) | | | | |
| | Brought forward . . | ... | ... | ... | 670·35 |
| | VILLUPURAM-DHARMAVARAM SECTION— | | | | |
| | *Main line*— | | | | |
| | Villupuram to Tiruvannámalai . . . . | Nov.'88 | 17-11-90 | 41·80 | |
| | Tiruvannámalai to Pákala . . . . | | 18-3-91 | 96·55 | |
| | Pákala to Váyalpád . . . . . | | 1-1-92 | 46·69 | |
| | Váyalpád to Dharmavaram . . . . . | | 1-3-92 | 94·14 | |
| | Total Main line . | ... | ... | 279·18 | |
| | *Branch*— | | | | |
| | *Gudur branch*— | | | | |
| | Pakala to Tirupati West. . . . . | Nov. '88 | 18-3-91 | 25·05 | |
| | Tirupati to Gudur . . . . . | 15-11-83 | 15-9-87 | 59·05 | |
| | Total Branch . | ... | ... | 84·10 | |
| | TOTAL, VILLUPURAM-DHARMAVARAM SECTION . | ... | ... | ... | 363·28 |
| | TOTAL OPEN MILEAGE, SOUTH INDIAN PROPER . | ... | ... | ... | 1,033·63 |
| | *Lines under construction or sanctioned for construction*— | | | | |
| | Madura to Mandapam . . . . . | 21-4-99 | ... | 91·26 | |
| | Tiruppachetti to Sivagunga . . . . . | 21-4-99 | ... | 9·00 | |
| | *Tinnevelly-Quilon (Travancore branch)—(British section).* | | | | |
| | Tinnevelly to Shencottah . . . . . | 31-4-99 | ... | 50·33 | |
| | Total Lines under construction . | ... | ... | ... | 150·66 |
| | GRAND TOTAL, SOUTH INDIAN PROPER . | ... | ... | ... | 1,184·29 |
| | Carried over . . | ... | ... | ... | 1,184·29 |

REMARKS.

**3. The Tanjore District Board (Mayavaram-Mutupet) railway—**

(*a*) The Tanjore District Board (Mayavaram-Mutupet) railway is worked under the following contract:—

*Contract of*—22nd July 1897 (between the Secretary of State and the South Indian Railway Company) for working.

(*b*) The general conditions of the contract are as follows:—

(i) *Government aid.*—Land was provided free of cost.

(ii) *Terms of contract.*—The funds for the Mayavaram-Mutupet section were in the first instance provided in equal proportions by the Government of Madras from Provincial Revenues and by the Tanjore District Board from its railway guaranteed fund created by a special local cess. On the 1st January 1900, the Tanjore District Board took over the Government section and became sole owners, the purchase money, Rs. 26,00,000, being treated as a loan at 4 per cent. per annum. The extension of the line is being carried out by the South Indian Railway Company at the cost of the Tanjore District Board.

(iii) *Currency of contract.*—Contract to remain in force until either party gives 12 months' notice expiring on the 31st December in any year. The Government of India reserve the right of taking over the whole of the railway at any time, on twelve months' notice, by assuming liability for any debentures which the District Board may have issued, and by repayment of any further amounts which it may have spent out of its railway guaranteed fund. Under ordinary circumstances, this condition will not be enforced up to 31st December 1920 (Government of India No. 303 R.C., dated 5th March 1898).

(iv) *Terms of working.*—The line is worked for the same percentage of gross receipts as obtains on the undertaking *plus* 5 per cent. on the gross receipts of the line for use of rolling-stock, and in addition all other charges properly debitable to revenue.

(v) *Rates and fares.*—To be agreed upon from time to time between Government and Company within the maxima and minima in force on the undertaking.

(vi) *General remarks.*—The money for this railway was raised by the imposition, with the concurrence of the inhabitants or their representatives on the District board, of a special cess of 3 pies in the rupee on all lands which would be served by the railway or benefited by its construction. It was entirely a new departure, and has opened the way for the provision of railways for which Government are unable to find the money, either by the District Board itself raising the capital when the cess is sufficient for this purpose, or by guaranteeing a company.

**4. Karaikkal-Peralam railway.**—The agreement for working the line has not as yet been finally approved.

**5. Pondicherry railway—**

(*a*) The Pondicherry railway is worked under the following contract:—

*Contract of*—30th December 1890 (as renewed, between the South Indian Railway Company and the Pondicherry Railway Company) for working the line.

(*b*) The general conditions of the contract are as follows;—

(i) *Currency of contract.*—The contract will be terminable by either party, on giving 6 months' notice expiring on the 31st December in any year.

(ii) *Terms of working.*—The line is worked for the same percentage of gross receipts as obtains on the undertaking, including the Pondicherry line.

(iii) *Rates and fares.*—Same as on the South Indian railway.

(iv) *General remarks.*—The line is in French territory and was constructed with the object of placing the town and port of Pondicherry in communication with the railway system of Southern India and of developing the resources of the French territory.

**6. Tinnevelly-Quilon (Travancore branch)—(Native State section).**—The contract is under execution in England.

**7. Details of construction—**

(*a*) *Permanent-way.*—The main line from the Beach at Madras to Tuticorin is laid with 50lb. rails on cast iron pots; the rest of the line is laid with various descriptions of rails and sleepers.

(*b*) *Ballast.*—The line is ballasted.

Appendix 47.
History of railways.



*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 23 (*a*) | **SOUTH INDIAN SYSTEM**—*concluded.* (*3′ 3⅜″ gauge.*) | | | | |
| | Brought forward . . | ... | ... | ... | 1,184·29 |
| 23 (*b*) | TANJORE DISTRICT BOARD (MÀYAVARAM-MUTUPET) RAILWAY— | | | | |
| | Tiruvallur-Mutupet . . . . . | June 1890 | 2-4-94 | 54·08 | |
| | Máyavaram-Tiruvallur . . . . . | 10-8-91 | | | |
| | Total Open mileage . | ... | ... | ... | 54·08 |
| | *Line under construction or sanctioned for construction*— | | | | |
| | Mutupet to Arantangi . . . . . | 15-11-00 | *Portion in April 1902, remainder uncertain. | 44·86 | |
| | Total Line under construction . | ... | ... | ... | 44·86 |
| | TOTAL, TANJORE DISTRICT BOARD RAILWAY . | ... | ... | ... | 98·94 |
| 23 (*c*) | KARAIKKAL-PERALAM— (*3′ 3⅜″ gauge.*) | | | | |
| | Karaikkal to Peralam . . . . . | ... | 14-3-98 | 14·65 | |
| | TOTAL KARAIKKAL-PERALAM . | July 1895 | ... | ... | 14·65 |
| 23 (*d*) | PONDICHERRY— (*3′ 3⅜″ gauge.*) | | | | |
| | Left bank of Gingee river to Pondicherry . . . . | June 1878 | 15-12-79 | 7·85 | |
| | TOTAL, PONDICHERRY . . | ... | ... | ... | 7·85 |
| | *Line under construction or sanctioned for construction.* | | | | |
| 23 (*e*) | TINNEVELLY-QUILON (TRAVANCORE BRANCH)—(Native State section)— (*3′ 3⅜″ gauge.*) | | | | |
| | Quilon to the frontier of the Travancore State . . . | 15-5-99 | ... | 57·94 | |
| | TOTAL, TINNEVELLY-QUILON (NATIVE STATE SECTION) . | ... | ... | ... | 57·94 |
| | GRAND TOTAL, SOUTH INDIAN SYSTEM . | ... | ... | ... | 1,363·67 |

* Probable date of opening.

*on the 31st December 1901, alphabetically arranged.*

| REMARKS. |
|---|
| 7. **Details of construction**—*concluded.*<br><br>(*d*) *Bridges.*—The following are the important bridges of 1,000 feet length and over: Palar (between Kolatur North and Padalam), 18 spans of 120 feet; Ponniar (between Serndanur and Panruti), 17 spans of 100 feet; Gadilam (between Nellikuppam and Cuddalore N. T.), 15 spans of 100 feet; New Coleroon (between Chidambaram and Coleroon), 14 spans of 150 feet; Vaigai (between Samayanallur and Madura), 15 spans of 70 feet; Gingee (between Kunalamungalam and Villiarur), 7 spans of 150 feet; Amravati (between Karur and Pugalur), 20 spans of 50 feet; Palar (between Vellore and Katpadi), 13 spans of 150 feet.<br><br>(*e*) *Fencing.*—The South Indian and Pondicherry railways have aloe and wire fencing (with the exception of the Villupuram-Dharmavaram and Pakala-Gudur sections which are unfenced). The Tanjore District Board (Mayavaram-Mutupet) and Karaikkal-Peralam railways are unfenced.<br><br>(*f*) *Curves.*—There are only 1·04 miles of curves under a radius of 1,000 feet.<br><br>(*g*) *Gradients.*—Of a total open mileage of 1,110·21 miles on the system, 307·44 miles are on a gradient of 1 in 200 or steeper. |

**Appendix 47.**
History of railways.



*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 21 (*a*) | **SOUTHERN MAHRATTA SYSTEM—** (*3' 3¾" gauge.*) | | | | |
| | COMPANY'S SECTION— | | | | |
| | *Main Line—* | | | | |
| | Frontier to Castle Rock | ... | 3-2-88 | 3·63 | |
| | Castle Rock to Deuli | ... | 15-6-87 | 2·75 | |
| | Deuli to Dhárwár | ... | 24-1-87 | 56·00 | |
| | Dhárwár to Hospet | Bellary to Hubli, Nov. '81. | 1-7-85 | 101·25 | |
| | Hospet to Bellary | Bellary to Hubli, Nov. '81. | 24-3-84 | 40·51 | |
| | Bellary to Guntakal | ... | 16-5-87* | 29·99 | |
| | Guntakal to Nandyál | 26-9-83 | 11-7-87 | 90·25 | |
| | Nandyál to Cumbum | 26-9-83 | 15-6-90 | 63·18 | |
| | Cumbum to Tadêpalli | 26-9-83 | 3-10-89 | 122·41 | |
| | Total Main line | ... | ... | ... | 509·97 |
| | *Branches—* | | | | |
| | *Harihar branch—* | | | | |
| | Hubli to Harihar (temporary station) | ... | 18-10-86 | 81·00 | |
| | Temporary station to permanent station | ... | 21-2-89 | | |
| | *Bijapur branch—* | | | | |
| | Gadag to Hotgi | April 1879 | 1-8-84 | 173·08 | |
| | *Poona branch—* | | | | |
| | Londa to Belgaum | ... | 21-3-87 | 33·00 | |
| | Belgaum to Miraj | 29-11-83 | 22-12-87 | 85·01 | |
| | Miraj to Koregaon | 29-11-83 | 2-5-87 | 76·00 | |
| | Koregaon to Ghorpuri | 29-11-83 | 18-11-86 | 83·07 | |
| | Ghorpuri to Poona | 29-11-83 | 4-10-90 | 0·91 | |
| | | | | 277·99 | |
| | Total Branches | ... | ... | ... | 532·07 |
| | GRAND TOTAL, COMPANY'S SECTION | ... | ... | ... | 1,042·04 |
| | Carried over | ... | ... | ... | 1,042·04 |

* Dates of opening of original 5' 6" gauge line: Guntakal to Virapur, 16th January 1871; Virapur to Bellary, 1st March 1871.

REMARKS.

1. **Lines comprising system.**—The Southern Mahratta railway system is made up of—

| | Open line. Miles. |
|---|---|
| (*a*) Southern Mahratta railway (3′ 3⅜″ gauge) | 1,042·04 |
| (*b*) Mysore section (Southern Mahratta) (3′ 3⅜″ gauge) | 296·36 |
| (*c*) Guntakal-Mysore frontier railway (3′ 3⅜″ gauge) | 119·50 |
| (*d*) Hindupur (Yesvantpur-Mysore Frontier) railway (3′ 3⅜″ gauge) | 51·35 |
| (*e*) Birur-Shimoga railway (3′ 3⅜″ gauge) | 37·92 |
| (*f*) Kolhapur railway (3′ 3⅜″ gauge) | 29·27 |
| (*g*) Mysore-Nanjangud railway (3′ 3⅜″ gauge) | 15·66 |
| Total | 1,592·10 |

2. **Southern Mahratta railway**—

(*a*) The Southern Mahratta railway is worked under the following contracts :—

*Contract of*—1st June 1882.—Southern Mahratta Railway Company's principal contract.

28th October 1885.—Contract supplemental to that of 1882, for construction and working of the West Deccan railway.

31st August 1887.—Contract supplemental to those of 1882 and 1885, for construction and working of a line from Ranibennur to Harihar and a line from Bellary to Guntakal.

27th February 1889.—Contract supplemental to those of 1882, 1885 and 1887, for completion and working of the Bellary-Kistna railway.

(*b*) The general conditions of the contracts are as follows :—

(i) *Government aid.*—Interest in sterling on share capital at 3½ per cent. is guaranteed. Land was also provided free.

(ii) *Terms of contract.*—The contract provides that the Company raise £3,000,000, and that any further moneys required shall be supplied by the Secretary of State.

(iii) *Currency of contracts.*—The contract is current for a period of 50 years. Government may however determine the contract after 25, 35 or 45 years (*i.e.*, on 30th June 1907, 30th June 1917, or 30th June 1927), on one year's previous notice; or on six months' notice given at any time if the Company fail to observe their obligations, or the line is worked at a loss. Upon determination of the contract by efflux of time or by notice, Government is to repay to the Company the amount of the par value of the share capital paid to Government.

(iv) *Power of Company to surrender contracts.*—The Company may determine the contracts on the 30th June in any year, by giving one year's previous notice.

(v) *Terms of working.*—Up to the 31st December 1890, the net receipts belonged to Government unless one-fourth part of the same exceeded the extra guarantee of ½ per cent., in which case the amount of the excess was payable to the Company. After 31st December 1890, three-fourths of the net receipts go to Government and one-fourth to the Company.

(vi) *Rates and fares.*—To be fixed from time to time by the Company with the approval of Government.

(vii) *General remarks.*—The Bellary branch of the Madras railway from Bellary to Guntakal was made over to the Southern Mahratta Railway Company on the 1st February 1887, and was converted from 5′ 6″ to 3′ 3⅜″ gauge on the 16th May 1887.

3. **Mysore section (Southern Mahratta)**—

(*a*) The Mysore section is worked under the following contract :—

*Contract of*—31st August 1887 (between the Secretary of State and the Southern Mahratta Railway Company) for construction, maintenance and working.

(*b*) The general conditions of the contract are as follows :—

(i) *Government aid.*—Guarantee of interest in sterling at 4 per cent. on £1,200,000 debenture stock.

Appendix 47.
History of railways.

APPEN

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 21 (*a*) | SOUTHERN MAHRATTA SYSTEM—*continued.* (*3' 3½" gauge.*) | | | | |
| | Brought forward . | ... | ... | ... | 1,042·04 |
| 21 (*b*) | MYSORE SECTION— | | | | |
| | Mysore to Mandya . | 20-9-77 | 25-2-82 | 28·11 | |
| | Mandya to Channapatna . | | 20-3-81 | 23·25 | |
| | Channapatna to Bangalore . | | 1-2-81 | 34·75 | |
| | Bangalore to Tumkur . | 6-10-82 | 11-8-84 | 43·00 | |
| | Tumkur to Gubbi . | 18-1-84 | 26-12-84 | 11·00 | |
| | Gubbi to Birur . | ... | 12-8-89 | 76·57 | |
| | Birur to Harihar . | ... | 21-2-89 | 79·68 | |
| | TOTAL, MYSORE SECTION . | ... | ... | ... | 296·36 |
| | Carried over . | ... | ... | ... | 1,338·40 |

*on the 31st December 1901, alphabetically arranged.*

REMARKS.

2. **Mysore section (Southern Mahratta)**—*concluded.*

(*b*) General conditions—*concld.*

(ii) *Terms of contract.*—To meet the cost of constructing the Gubbi-Harihar extension, the Company raised £1,224,000, by the issue of debenture stock for the nominal amount of £1,200,000. The stock is redeemable on or after the 1st March 1936. The contract provides that the Company raise £1,224,000, and that any further moneys required be supplied by the Secretary of State. All moneys whatsoever received by or on behalf of the Company in respect of the undertaking are the absolute property of the Secretary of State during the continuance of this contract.

(iii) *Currency of contract.*—Government may determine the contract at any time, on six months' notice should the Company fail to observe their obligations, or the line be worked at a loss. It is also provided that should the Company's contract for the Southern Mahratta system determine, then this contract also determines. On the termination of the contract, the Secretary of State, if so required by the Company, takes over all liability in respect of the debenture stock issued by the latter (which is not redeemable until the 1st March 1936).

(iv) *Power of Company to surrender contract.*—Nil.

(v) *Terms of working.*—Net receipts are divided in proportion of three-fourths to Government and one-fourth to the Company.

(vi) *Rates and fares.*—To be fixed from time to time by the Company with the approval of Government.

4. **Guntakal-Mysore Frontier railway.**—

(*a*) The Guntakal-Mysore Frontier section is worked under the following contract:—

*Contract of*—21st August 1898 (between the Secretary of State and the Southern Mahratta Railway Company) for construction and working.

(*b*) The general conditions of the contract are as follows:—

(i) *Government aid.*—The line is the property of Government.

(ii) *Currency of contract.*—The same as the Southern Mahratta railway.

(iii) *Power of Company to surrender contract.*—The same as the Southern Mahratta railway.

(iv) *Terms of working.*—The working expenses of the entire system of railways worked by the Company (including this railway) are divided between this railway and the other railways worked, in proportion to their gross receipts. This railway's share of the working expenses is retained from its gross receipts, *plus* 1 per cent. of the latter as a contribution to the Southern Mahratta railway Provident Fund. The residue is paid to Government.

(v) *Rates and fares.*—To be fixed from time to time by the Company with the approval of Government.

5. **Hindupur (Yesvantpur-Mysore Frontier) and Birur-Shimoga railways**—

(*a*) The Hindupur and Birur-Shimoga railways are worked under the following contract:—

*Contract of*—2nd December 1899 (between His Highness the Maharaja of Mysore and the Southern Mahratta Railway Company) for working and maintenance.

(*b*) The general conditions of the contract are as follows:—

(i) *Government aid.*—The lines are the property of the Mysore State.

(ii) *Currency of contract.*—Either party may determine the contract, on giving twelve months' notice, on the 31st December 1904, or on the 1st January or 1st July in any year thereafter. If not determined sooner, the agreement terminates, without prior notice, on the date the Mysore contract of the 31st August 1887 terminates. On the determination of the contract, the Mysore Government resume possession of the railway and take over the liabilities incurred by the Company on behalf of the railway, and the working stores belonging to the railway at a valuation.

(iii) *Terms of working.*—The working expenses of the system are divided between these railways and the others, comprising the system in proportion to their gross earnings. The company retain the share attributable to these lines, *plus* 1 per cent. of the gross earnings as a contribution to the Southern Mahratta railway Provident Fund, and pay the residue to the Mysore Durbar.

(iv) *Rates and fares.*—To be fixed from time to time by the Company with the approval of Government.

**Appendix 47.**
History of railways.

**APPEN**

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 21 (*a*) | SOUTHERN MAHRATTA SYSTEM—*continued.* | | | | |
| | Brought forward . | ... | ... | ... | 1,338·40 |
| 21 (*c*) | GUNTAKAL-MYSORE FRONTIER — (*3′ 3⅜″ gauge.*) | | | | |
| | Guntakal to Dharmavaram . . . . . | June '89 | 1-3-92 | 62·95 | |
| | Dharmavaram to Hindúpur . . . . . | 26-1-91 | 23-4-93 | 49·28 | |
| | Hindúpur to Mysore Frontier . . . . . | August '91 | 17-9-93 | 7·27 | |
| | TOTAL, GUNTAKAL-MYSORE FRONTIER . | ... | ... | ... | 119·50 |
| 21 (*d*) | HINDUPUR (YESVANTPUR-MYSORE FRONTIER)— (*3′ 3⅜″ gauge.*) | | | | |
| | Yesvantpur to Dodballapur . . . . . | March'90 | 15-12-92 | 19·93 | |
| | Dodballapur to Mysore Frontier . . . . . | | 17-9-93 | 31·42 | |
| | TOTAL, HINDUPUR . | ... | ... | ... | 51·35 |
| 21 (*e*) | BIRUR-SHIMOGA— (*3′ 3⅜″ gauge.*) | | | | |
| | Birur to Shimoga . . . . . | 12-8-96 | 1-12-99 | 37·92 | |
| | TOTAL, BIRUR-SHIMOGA . | ... | ... | ... | 37·92 |
| 21 (*f*) | KOLHAPUR— (*3′ 3⅜″ gauge.*) | | | | |
| | Kolhápur to Miraj . . . . . | February'88 | 21-4-91 | 29·27 | |
| | TOTAL, KOLHAPUR . | ... | ... | ... | 29·27 |
| 21 (*g*) | MYSORE-NANJANGUD— (*3′ 3⅜″ gauge.*) | | | | |
| | Mysore to Nanjangud . . . . . | ... | 1-12-91 | 14·90 | |
| | Nanjangud station to Nanjangúd town . . . | ... | 12-7-99 | 0·76 | |
| | TOTAL, MYSORE-NANJANGUD . | ... | ... | ... | 15·66 |
| | GRAND TOTAL, SOUTHERN MAHRATTA SYSTEM . . . | ... | ... | ... | 1,592·10 |

*on the 31st December 1901, alphabetically arranged.*

REMARKS.

6. Kolhapur railway.—

(*a*) The Kolhapur railway is worked under the following contract:—

*Contract of*—17th July 1891 (between the Kolhapur Darbar and the Southern Mahratta Railway Company) for working and maintenance.

(*b*) The general conditions of the contract are as follows:—

(i) *Government aid.*—The line is the property of the Kolhapur State.

(ii) *Currency of contract.*—The contract may be terminated, upon six months' notice, by either party.

(iii) *Terms of working.*—The working expenses of the system are divided between these railways and the others comprising the system in proportion to their gross earnings. The Company retain the share attributable to these lines, *plus* 1 per cent. of the gross earnings as a contribution to the Southern Mahratta railway Provident Fund, and pay the residue to the Mysore Durbar.

(v) *Rates and fares.*—The same as in force on the Southern Mahratta railway.

7. Mysore-Nanjangud railway.—

(*a*) The Mysore-Nanjangud railway is worked under the following contract:—

*Contract of*—14th December 1899 (between His Highness the Maharaja of Mysore and the Southern Mahratta Railway Company) for working.

(*b*) The general conditions of the contract are as follows:—

(i) *Government aid.*—The line is the property of the Mysore State.

(ii) *Currency of contract.*—The contract is terminable on the 1st January or 1st July in any year, on six months' notice by either party. If not terminated sooner, this agreement terminates on the date on which the Mysore contract of the 31st August 1887 terminates. On determination, the Company make over to the Mysore Government the railway and works and pay to that Government all moneys on account of the railway, the Government indemnifying the Company against all debts and liabilities incurred on account of the railway then subsisting. The working stores, if mutually agreed, to be taken over by the Mysore Government at a valuation.

(iii) *Terms of working.*—After deduction of expenditure on new minor works, which is debited to each railway direct, from the total working expenses of the Company's railway system, the balance is divided between the Nanjangud railway and the other railways comprised in the Company's system in the proportion which the gross receipts of the Nanjangud railway bear to the gross receipts of such other railways, and the sum so ascertained, together with cost of new minor works, representing the working expenses of the Nanjangud railway are retained by the Company and the residue paid to the Mysore Government.

(v) *Rates and fares.*—To be fixed by the Company with the approval of Government.

8. General remarks—The Southern Mahratta railway has running powers over 2·99 miles of the North-East line, Madras railway, from Tadêpalli to Bezwada.

9. Details of construction—

(*a*) *Permanent-way*—

*Southern Mahratta railway.*—The permanent-way consists of 41¼lb. steel rails on wooden and steel sleepers, except for the portion from the Portuguese Frontier to Castle Rock which is laid with 62 lb. rails. A portion of the line is being relaid with 50lb. rails.

*Mysore section, Birur-Shimoga and Mysore-Nanjangud railways.*—The permanent-way consists of 41¼lb. steel rails laid on Mysore teak sleepers.

*Guntakal-Mysore Frontier and Kolhapur railways.*—The permanent-way consists of 41¼ lb. flat-footed steel rails laid on steel sleepers.

*Hindupur railway.*—The rails used are of the State railway type, weighing 50lb. to the yard, on the ghât section, 11 miles in length, and 41¼lb. to the yard on the remainder of the line. The sleepers are of Mysore teak throughout.

**Appendix 47.**
History of railways.



*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 21 (*a*) | **SOUTHERN MAHRATTA SYSTEM—*concluded.*** | | | | |
| 7 (*b*) | **SOUTHERN PUNJAB (DELHI-SAMASATA).** (*See* North Western system.) | | | | |
| 23 (*b*) | **TANJORE DISTRICT BOARD (MAYAVARAM-MUTUPET RAILWAY)—** (*See* South Indian system.) | | | | |
| 9 (*b*) | **TAPTI VALLEY.** (*See* Bombay, Baroda and Central India system.) | | | | |
| 27 (*a*) | **TARAKESHWAR-MAGRA LIGHT.—** (*2′ 6″ gauge*). | | | | |
| | Tárakeshwar to Basua . . . . . | 18-12-91 | 7-11-94 | 12·50 | |
| | Basua to Magra . . . . . | | 8-3-95 | 18·62 | |
| | TOTAL, TÁRAKESHWAR-MAGRA . . . | ... | ... | ... | 31·12 |
| 1 (*d*) | **TARKESSUR—** (*See* East Indian system.) | | | | |

*on the 31st December 1901, alphabetically arranged.*

| | REMARKS. |
|---|---|
| | 9. Details of construction—*concld.*<br>(*b*) *Ballast.*—The system is ballasted throughout.<br>(*c*) *Tunnels.*—The following are the important tunnels of 500 feet length and over :—Castle Rock (between Dadrajar and Castle Rock), 1,242 feet; Nandiconama (between Chelama and Diguvametta), 1,527 feet; tunnel at mile 265½, 560 feet; tunnel No. 1 (between Phursangi and Alandi), 536 feet; tunnel No. 2 (between Rajiwadi and Alandi), 630 feet; and tunnel at mile 214·2 (between Wathar and Adhorki), 500 feet. There are two other tunnels aggregating 684 feet in length.<br>(*d*) *Bridges.*—The important bridges of 1,000 feet length and over are as follows :—Tungabhadra (between Muniabad and Hospet), 38 spans of 60 feet; Hagari (between Bellary and Hagari), 34 spans of 64 feet; Kistna (between Kudchi and Shedbal), 14 spans of 150 feet; Ghatprabha (between Dhupdhal and Gokak Road), 45 spans of 40 feet; Malprabha (between Alur and Badami), 12 spans of 100 feet; Kistna (between Sitimani and Alimati), 21 spans of 150 feet; Bherwa (between Lachyan and Tadval,) 14 spans of 150 feet; Wardha (between Hattimattur and Karajgi), 15 spans of 60 feet; Tungabhadra (between Chalgeri and Harihar), 16 spans of 60 feet; Pennar (between Khadarpett and Kalluru), 11 spans of 150 feet; Rapthad (between Anantapur and Kandukur), 14 spans of 64 feet; Cauvery (between French Rocks and Seringapatam), 9 spans of 30 feet, and 24 spans of 27½ feet; Cauvery (between Seringapatam and Pascham-vahini), 13 spans of 30 feet, and 16 spans of 27½ feet and Dhorabavi viaduct (between Chelama and Diguvametta), 1 span of 250 feet, 2 spans of 150 feet and 1 span of 66½ feet.<br>(*e*) *Fencing.*—The system is only partially fenced, except the Hindupur railway, which is fenced throughout.<br>(*f*) *Curves.*—The sharpest curves vary from 600 feet to 955 feet radius.<br>(*g*) *Gradients.*—Of a total open mileage of 1,592·10 miles on the system 576·20 miles are on a gradient of 1 in 100, or steeper. |
| | |
| | |
| | 1. Tarakeshwar-Magra Light railway—<br>(*a*) The Tárakeshwar-Magra Light railway is maintained and worked on the terms in Bengal Government, Public Works Department, Notification No. 1 of the 4th January 1896 under the following agreement :—<br>*Agreement of*—16th October 1890 (between the District Board of Hooghly and the Bengal Provincial Railway Company).<br>(*b*) The general conditions are as follows :—<br>(i) *Currency of contract.*—In the event of the District Board wishing to purchase the railway at the end of 21 years, under the provisions of section 41 of the Bengal Tramways Act, 1883, the promoters bind themselves to make it over at a price two-fifths in excess of the original capital outlay.<br>(ii) *Terms of working.*—The line is worked by the owning Company.<br>(iii) *Rates and fares.*—Certain maxima have been fixed within which the Company is permitted to vary its rates.<br>(iv) *General remarks.*—On the 13th January 1899 the Indian Railways Act IX of 1890, except section 135, was applied to the line.<br>2. Details of construction—<br>(*a*) *Permanent-way.*—The permanent-way consists of flat-bottomed steel rails, weighing 30 lb. to the yard, laid on patent steel sleepers for 10 miles and pyinkado wood sleepers for the remainder.<br>(*b*) *Ballast.*—The line is laid with sand ballast and brick boxing.<br>(*c*) *Fencing.*—The line is partially fenced.<br>(*d*) *Curves.*—The sharpest curve is of 955 feet radius and is 0·18 mile in length.<br>(*e*) *Gradients.*—Of a total open mileage of 31·12 miles, 0·49 mile is on a gradient of 1 in 350, which is the steepest gradient on the line. |

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 29 (*a*) | **TEZPUR-BALIPARA LIGHT—** (*2'6" gauge*). | | | | |
| | Tezpur ghat to Bindukuri . . . . . | Oct. 1894 | 9-8-94 | 8·10 | |
| | Bindukuri to Balipara . . . . . | | 1-9-95 | 12·00 | |
| | TOTAL, TEZPUR-BALIPARA . | ... | ... | ... | 20·10 |
| 34 (*a*) | **THATON-DUYINZAIK LIGHT—** (*2' 6" gauge.*) | | | | |
| | Thatôn to Duyinzaik . . . . . | 1883 | 11-2-85 | 7·76 | |
| | TOTAL, THATÔN-DUYINZAIK . | ... | ... | ... | 7·76 |
| 23 (*e*) | **TINNEVELLY-QUILON (TRAVANCORE BRANCH)** (Native State section)— (*See* South Indian system.) | | | | |
| 16 (*b*) | **TIRHOOT—** (*See* Bengal and North-Western system.) | | | | |

*on the 31st December 1901, alphabetically arranged.*

| REMARKS. |
|---|
| **1. Tezpur-Balipara Light railway.—**<br>(*a*) The Tezpur-Balipara Light railway is maintained and worked under—<br>*Terms*—contained in notification issued by the Chief Commissioner of Assam under No. 33 of 1st June 1895.<br>(*b*) The general conditions are as follows:—<br>(i) *Government aid.*—Land alone was provided free of cost.<br>(ii) *Currency of terms.*—The Secretary of State can, after the railway has been opened for fifteen years and thereafter at intervals of seven years, terminate the contract, and take over the railway with all its equipments, buildings and property, upon giving 12 months' previous notice, and on paying the Company the value of the property as a dividend earning investment together with an additional bonus of 20 per cent. over and above such value.<br>(iii) *Terms of working.*—The line is worked by the owning Company.<br>(iv) *Rates and fares.*—Certain rates and fares have been fixed.<br>(v) *General remarks.*—On the 3rd May 1898, the Indian Railways Act, IX of 1890, except section 135, was applied to the line.<br>**2. Details of construction.—**<br>(*a*) *Permanent-way.*—The permanent-way consists of flat-bottomed steel rails, weighing 30 lb. to the yard, laid on uriam and nahor sleepers, 2,200 to the mile.<br>(*b*) *Ballast.*—The line is unballasted.<br>(*c*) *Fencing.*—The line is fenced round stations only.<br>(*d*) *Curves.*—There are two curves of a radius of 500 feet on the first mile, the lengths of which are 294 feet and 450 feet, respectively. In station yards the minimum radius is 300 feet.<br>(*e*) *Gradients.*—Of a total open mileage of 20·10 miles, 1·76 miles are on a gradient of 1 in 125 or steeper. |
| **1. Thaton-Duyinzaik Light railway—**<br>(*a*) The Thatôn-Duyinzaik Light railway is worked under the following contract:—<br>*Contract of*—10th January 1884, (between the Secretary of State and G. E. L. Dawson, Esq., of Rangoon) for construction and working.<br>(*b*) The general conditions of the contract are as follows:—<br>(i) *Government aid.*—The line receives a subsidy of Rs. 100 per mensem.<br>(ii) *Currency of contract.*—The contract is in force for a period of 99 years. After the railway has been open for 30 years, and thereafter at intervals of 10 years, the Secretary of State can terminate the contract and take over the railway, upon giving 12 months' notice, and paying the value of the permanent-way, buildings and rolling-stock, together with a bonus of 25 per cent. on the value. Government may also determine the contract, if the railway is not worked for six consecutive calendar months or if the promoter fails to carry out the agreement.<br>(iii) *Terms of working.*—The railway is worked and maintained by the promoter.<br>(iv) *Rates and fares.*—Certain maxima have been fixed within which the promoter is permitted to vary the rates.<br>**2. Details of construction.—**<br>(*a*) *Permanent-way.*—The rails are steel, Vignole's section, and weigh 20 lb. to the yard; the sleepers are of steel and wood.<br>(*b*) *Ballast.*—The line is ballasted.<br>(*c*) *Fencing.*—The line is unfenced.<br>(*d*) *Curves.*—The total length of curves under a radius of 1,000 feet is 1,343 feet, the radii varying from 207 feet to 500 feet.<br>(*e*) *Gradients.*—Of a total open mileage of 7·76 miles, 0·82 mile is on a gradient of 1 in 80 or steeper. |

Appendix 47.
History of railways.



*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| 19 (*a*) | **UDAIPUR-CHITOR—** (*3′ 3⅜″ gauge.*) | | | Miles. | Miles. |
| | Berach near Chitorgarh to Debari near Udaipur . . | Feby. 1894 | 1-8-95 | 60·39 | |
| | Separate station at Chitorgarh . . . . . | 2-6-98 | 15-8-98 | 0·47 | |
| | Debari to Udaipur . . . . . | | 25-8-99 | ·44 | |
| | TOTAL, UDAIPUR-CHITOR . | ... | ... | ... | 67·30 |
| 9 (*n*) | **VIJAPUR-KALOL-KADI—** (*See* Bombay, Baroda and Central India system.) | | | | |

DIX 47—*continued.*

*on the 31st December 1901, alphabetically arranged.*

| REMARKS. |
|---|
| **1. Udaipur-Chitor railway—**<br>(i) The line is owned and worked by the Udaipur State.<br>(ii) *General remarks.*—The Udaipur-Chitor railway was worked by the Bombay, Baroda and Central India railway as a temporary measure up to the 31st December 1897, when the working was taken over by the Meywar Darbar.<br>**2. Details of construction—**<br>(*a*) *Permanent-way.*—The permanent-way consists of 41¼ lb. flat-footed steel rails, 30 feet long, laid on, deodar sleepers.<br>(*b*) *Ballast.*—The ballast consists of broken stone.<br>(*c*) *Fencing.*—The line is fenced round stations only.<br>(*d*) *Curves.*—On the Berach-Debari section, the sharpest curve is of 1,146 feet radius and is 0·54 mile in length; and on the extension from Debari to the Ahr river near Udaipur, at the 61st mile, the sharpest curve has a radius of 820 feet and is 0·16 mile in length.<br>(*e*) *Gradients.*—Of a total length of 67·30 miles, 2·14 miles are on a gradient of 1 in 100, or steeper. |

Appendix 47.
History of railways.

APPEN

*History of railways constructed and in progress*

| Class: No. | Name and sections of railway. | Date of sanction. | Date of opening. | Mileage. | Total. |
|---|---|---|---|---|---|
| | | | | Miles. | Miles. |
| 22 (*a*) | **WEST OF INDIA PORTUGUESE—** *(3′ 3⅜″ gauge.)* | | | | |
| | Mormugao to Sonauli. . . . . | 18-4-88 | 17-1-87 | 41·00 | |
| | Sonauli to the Portuguese frontier . . . . . | | 3-2-88 | 10·11 | |
| | TOTAL, WEST OF INDIA PORTUGUESE . | ... | ... | ... | 51·11 |

REMARKS.

1. **West of India Portuguese railway—**

(*a*) The West of India Portuguese railway is worked under the following contracts:—

*Contract of*—18th April 1881, modified by the contract of 19th December 1892 (between the Portuguese Government and the West of India Portuguese Railway Company) for the construction of a harbour at the Port of Mormugao and a railway from Mormugao to the Portuguese Frontier.

28th June 1893 (between the Southern Mahratta Railway Company and the West of India Portuguese Railway Company) for working the portion of the line between the Portuguese Frontier and Castle Rock.

(*b*) The general conditions of the contracts are as follows:—

(i) *Government (Portuguese) aid.*—Five per cent. per annum is guaranteed on £ 800,000 and 6 per cent. on £ 550,000.

(ii) *Currency of contracts.*—The contract of 1881 is current for a period of 99 years from date of opening, when the line and all its appurtenances become the property of the Portuguese Government by payment to the Company of the value of rolling-stock, moveable machinery, stores, etc. The Portuguese Government may, however, determine the contract at any time, on six months' previous notice, by payment in sterling of the actual outlay of the Company on the railway, telegraph and other works, with 10 per cent. added thereto, together with the then value of rolling-stock, machinery, station appliances and stores. The contract of 1893, between the Southern Mahratta and West of India Portuguese Railway Companies is to continue in force, subject to amendment or determination on twelve months' notice by either party.

(iii) *Power of Company to surrender contract.*—The Company can at any time surrender the contract by giving six months' notice if the Portuguese Government fail to pay in full the interest guaranteed on their capital. On surrender of the contract, the Portuguese Government are to pay to the Company in sterling an amount equal to the total capital expended on the railway, telegraph, etc., and in addition 10 per cent. of such expenditure; and also purchase the rolling-stock, machinery, etc., at a valuation.

(iv) *Terms of working.*—The net earnings to be applied—In payment of working expenses in excess of earnings in any previous year; in payment of a contribution sanctioned by the Portuguese Government towards a reserve fund; in payment of the guaranteed dividends on the capital of the Company; and in payment of the residue to the Portuguese Government and the Company in equal proportions.

By agreement with the Southern Mahratta Railway Company for working the ghât section and Castle Rock station, the maintenance charges are borne by each railway within its own limits. The locomotive expenses are debited with 6½ per cent. per annum on the cost of all buildings and works, and with 9 per cent. on sidings, the total being divided between the two railways in proportion to the number of engines of each stabled at Castle Rock. The Southern Mahratta railway furnish 3 ghât engines which will not perform more than $\frac{7}{35}$ of the total ghât engine-mileage, and if this is exceeded, the Southern Mahratta railway receive 8 annas per excess engine-mile. The Southern Mahratta railway pay the West of India Portuguese railway for haulage of the Southern Mahratta railway trains between Castle Rock and the Frontier, a sum calculated on the actual Southern Mahratta railway train-mileage at the West of India Portuguese railway average rate for train staff expenses per train-mile.

(v) *Rates and fares.*—The maxima to be fixed by the Portuguese Government within the maxima in force on the Great Indian Peninsula railway, and not to be raised without the consent of that Government.

The shipping and port charges to conform with those in force under the Bombay Port Trust, and not to exceed those charges without the mutual consent of the British and Portuguese Governments.

(vi) *General remarks.*—The line was constructed with the object of connecting the British and Portuguese territories and of affording the Southern Mahratta country a harbour on the West coast.

2. **Details of construction.—**

(*a*) *Permanent-way.*—The permanent-way throughout is of 62 lb. State railway type with ten sleepers to the rail. The sleepers used are creosoted pine, sâl, teak and jamba.

(*b*) *Ballast.*—The line is ballasted with laterite and blue stone.

(*c*) *Tunnels.*—There are 12 tunnels and 2 covered ways, 5 of which are over 500 feet in length.

(*d*) *Fencing.*—The line is partially wire-fenced.

(*e*) *Curves.*—The sharpest curve is of a radius of 720 feet.

(*f*) *Gradients.*—Of a total open mileage of 51·11 miles, 38 miles are on a gradient of 1 in 100, and 13 miles (ghats) on a gradient of 1 in 40.

# APPENDICES
## of
# IMPORTANT DOCUMENTS.

Appendix A.
Important
Documents.

# APPENDIX A.

## Memorandum, dated 19th March 1902, by the Honourable Mr. A. T. Arundel, C.S.I., I.C.S., on the anticipated capital expenditure on railways for the year 1902-1903.

In preparing the programme of anticipated railway capital expenditure for the year 1902-1903 I have kept the same classification as was adopted by my predecessor, Sir A. Trevor, last year. The proposed allotments for open lines (*a*) are first shown, including the provision of rolling-stock, and the other requirements for the maintenance and development of traffic; (*b*) next the funds necessary for the steady prosecution and early completion of lines already in progress; and finally (*c*) the amounts to be allotted for the construction of new lines.

Statement A shows these figures to be as follows :—

| | Budget for 1902-1903. (000 omitted.) |
|---|---|
| | Rs. |
| (*a*) Open lines and rolling-stock . . . . . | 5,50,82 |
| (*b*) Lines already under construction . . . . | 4,54,76 |
| | 10,05,58 |
| (*c*) New lines proposed to be begun in 1902-1903 . . | 94,42 |
| | 11,00,00 |

As explained by Sir A. Trevor last year, the principle followed has been that the amount required to meet the needs of open lines should be regarded as a first charge upon the money available for railway purposes; and that every effort should be made to provide in full for all demands arising out of the development of existing traffic; that next in order, provision should be made for the steady prosecution and early completion of lines in progress; and lastly, that provision should be made for undertaking new projects so far as the State is able to find money to complete them without financial embarrassment to the Government.

2. It will be seen that Statement A as now drawn up differs from Statement A of last year in omitting forecast figures for 1903-1904 and 1904-1905.

The reason for this change is that the figures are unavoidably misleading. It will be seen by a reference to last year's Statement A that the total "Forecast of Capital Expenditure on Railways" was as follows :—

| 1901-1902. | 1902-1903. | 1903-1904. |
|---|---|---|
| Rs. | Rs. | Rs. |
| 10,32,44 | 6,83,13 | 5,28,31 |

But these rapidly diminishing figures did not at all mean that the total expenditure on railways would thus dwindle in 1902-1903 and 1903-1904. The amounts fell, because, in the absence of information as to the total amount that might be available for railway purposes generally in the next two years, it was impossible to say what new works could be undertaken in those two years, and consequently the figures only included the work which had already actually begun, or on which Government has actually incurred liabilities.

In the present statement therefore no detailed figures are given of the probable expenditure on railways in the years 1903-1904 and 1904-1905, as any such detail must necessarily be misleading, but it may be remarked there is no reason to suppose that the requirements for works necessary for dealing with existing traffic and the development of railways will be in any degree less in those years than during 1902-1903, on the contrary, it is probable that they will continue to increase year by year.

3. A modification has also been made in Statement B, "new lines to be taken up as funds permit." It has been found that no specified order of urgency can be strictly adhered to, and the new lines have therefore been grouped geographically. The foregoing changes merely adapt the statements more nearly to actual facts, and give form (paragraph 4) to Sir A. Trevor's intimation that, except in so far as it embodies the actual Budget provisions for the year next ensuing, the whole programme is provisional and liable to reconsideration.

4. Turning to the details of the year just closing, I note that the amount originally proposed for expenditure on Railway construction in 1901-1902 was Rs. 9,25,00,000, which was afterwards raised by supplementary grants to Rs. 10,32,44,000. There has, however, been a large lapse on this grant of about Rs. 93,89,000 owing to short outlay in England against the sums set aside for the purchase of rolling stock, stores, etc.

A portion of this has been utilized in commencing construction works on the Allahabad-Fyzabad and Jech-Doab railway, the Dhanbaid Chord and other lines in the Jherriah Colliery and the Kabul River Bridge. These lapses, however, cannot be foreseen until it is too late in the year to do much towards utilizing them by increased expenditure in India.

5. After providing for the requirements of "open lines" and "lines under construction," the programme for "new construction" provides for an expenditure of Rs. 1,89,68,000 in the forthcoming year on the following 12 projects:—

1. Allahabad-Fyzabad.
2. Jech-Doab.
3. Bengal-Nágpur, Jherriah and Grand Chord link.
4. East Indian railway, Grand Chord and Colliery lines.
5. Godhra-Baroda Chord.
6. Azhikal-Mangalore.
7. Henzada-Kyangin.
8. Ranaghat-Moorshedabad.
9. Lower Sind Extensions.
10. Rewari-Phulera Chord.
11. Indus Bridge (Khushalgarh).
12. Other military lines.

Owing to the lapses on the grant referred to above, it has been found possible to put in hand the first four projects during the current year, and the allotment now made of 130 lakhs will enable these lines to be carried on with energy.

It is intended to proceed with the next four projects during the approaching working season, so that full provision has been made for eight out of the twelve.

The remaining four will be held in abeyance at present, pending the usual consideration of the financial position next autumn, as it is not desirable to embark on new lines unless they can be carried to completion within a reasonable time.

6. In last year's memorandum it was said that owing partly to the unfortunate continuance of famine conditions during the earlier months of the year 1900-1901, and partly to the movement of an unusually heavy crop of rice in Burma and of cotton in Bombay, a surplus of about 23½ lakhs was expected in the railway revenue account of the year. This expectation has been more than fulfilled, the surplus amounted to over 48¾ lakhs.

The estimates for 1901-1902 allowed for a deficit of about 24¾ lakhs on the assumption that the ordinary improvement to be expected from general development of traffic and from additions to the open mileage would be counterbalanced by the loss of the specially heavy traffic due to famine. The revised estimates, however, anticipate a surplus of nearly 1¼ crores. This result is due chiefly to the large development of both passenger and goods traffic attendant on the return of more favourable seasons, but also in some degree to the continuance of the special famine traffic. The estimates for 1902-1903 anticipate a surplus of about 44¼ lakhs.

Appendix A.
Important documents.

## Appendix A—*continued.*

7. The subjoined table shows the progress made in the development of railway communication, including lines financed by Native States or Companies outside the programme, during the year 1901-1902 :—

| Year. | MILEAGE. | | | | |
|---|---|---|---|---|---|
| | At commencement of year. | | | During the year. | |
| | Opened. | Commenced, but not open. | Sanctioned, but not commenced. | Opened or likely to be opened. | Sanctioned. |
| 1901-1902 ... ... ... | 25,072 | 1,863* | 282 | 457 | 633 |

* Of which 861 miles will probably be ready for opening in 1902-1903.

8. Statement C shows the lines under negotiation for construction by private agency.

9. Statement D is a memorandum on the construction of railways. It shows that, after making allowance for corrections of mileage, the total length of open line will be 25,528·88 miles; of which there will be,—

| | Miles. |
|---|---|
| Broad gauge ... ... ... ... | 14,089 |
| Metre gauge ... ... ... ... | 10,725 |
| 2′ 6″ and 2′ 0″ gauges ... ... ... | 715 |
| Total ... | 25,529 |

The mileage under actual or impending construction on the 1st April this year is 2,284·27 miles.

The number of miles completed during 1901-1902 was 459.

STATEMENT A.

# STATEMENT

OF

## Anticipated Capital Expenditure on Railways, Open or under Construction, for the year 1902-1903.

Branch lines under Rebate terms are excluded.

## Appendix A—*continued.*

### *Capital Expenditure on Railways—1902-1903.*

(OMITTING 000.)

| No. | Railway. | Grants allotted for 1901-1902. | Distribution of Grants during 1902-1903. |
|---|---|---|---|
| | | Rs. | Rs. |
| | OPEN LINES. | | |
| | By State Agency. | | |
| 1 | Eastern Bengal ... ... ... ... ... ... ... | 36,76 | 59,38 |
| 2 | Oudh and Rohilkhand ... ... ... ... ... ... ... | 13,03 | 48,00 |
| 3 | North Western ... ... ... ... ... ... ... | 55,66 | 49,10 |
| 4 | Warora Colliery ... ... ... ... ... ... ... | —60 | —35 |
| 5 | Stores and Reserve ... ... ... ... ... ... ... | ... | 25,02 |
| 6 | Peshawar Railway Reserve ... ... ... ... ... ... | 2,00 | ... |
| 7 | Hyderabad-Rahoki Section ... ... ... ... ... ... | 8 | ... |
| | Total Open Lines by State Agency ... | 1,06,93 | 1,81,15 |
| | By the Agency of Main Line Companies. | | |
| 8 | East Indian ... ... ... ... ... ... ... | 1,19,29 | 1,46,53 |
| 9 | Rajputana-Malwa ... ... ... ... ... ... ... | 14,88 | 30,00 |
| 10 | Tirhoot ... ... ... ... ... ... ... ... | 5,00 | 10,05 |
| 11 | South Indian ... ... ... ... ... ... ... | 4,50 | 8,00 |
| 12 | Great Indian Peninsula ... ... ... ... ... ... | 8,16 | 2,30 |
| 13 | Madras Railway—North-East Line ... ... ... ... ... | —8,00 | 25,25 |
| 14 | Bezwada Extension ... ... ... ... ... ... ... | 8 | 8 |
| 15 | Guntakal-Mysore Frontier ... ... ... ... ... ... | ... | 10 |
| 16 | Bhopal ... ... ... ... ... ... ... ... | 1,92 | 3,65 |
| 17 | Palanpur-Deesa ... ... ... ... ... ... ... | 3 | 1 |
| | Total Open Lines by Agency of Main Line Companies ... | 1,45,86 | 2,25,97 |
| | Carried over ... | 2,52,79 | 4,07,12 |

## Appendix A—*continued.*

### *Capital Expenditure on Railways—1902-1903—*contd.

(OMITTING 000.)

| No. | Railway. | Grants allotted for 1901-02. | Distribution of Grants during 1902-03. |
|---|---|---|---|
| | OPEN LINES—*contd.* | Rs. | Rs. |
| | Brought forward ... | 2,52,79 | 4,07,12 |
| | AGAINST THE CAPITAL ACCOUNTS OF THE OLD GUARANTEED RAILWAY COMPANIES. | | |
| 18 | Madras ... ... ... ... ... ... ... ... | 22,15 | 22,75 |
| 19 | Bombay, Baroda and Central India ... ... ... ... ... | 37,72 | 16,25 |
| | Total Open Lines old Guaranteed Companies ... | 59,87 | 39,00 |
| | AGAINST THE CAPITAL ACCOUNTS OF INDIAN RAILWAY COMPANIES OTHER THAN THE OLD GUARANTEED RAILWAY COMPANIES. | | |
| 20 | Bengal Central ... ... ... ... ... ... ... | 1,78 | 2,00 |
| 21 | Bengal-Nágpur (including the Northern Section of the East Coast Railway) ... ... | 4,19 | 16,30 |
| 22 | Burma ... ... ... ... ... ... ... ... | 16,34 | 28,90 |
| 23 | Indian Midland ... ... ... ... ... ... ... | 25,48 | 35,50 |
| 24 | Lucknow-Bareilly ... ... ... ... ... ... ... | 4,90 | 11,40 |
| 25 | Southern Mahratta (including Mysore section) ... ... ... ... | 4,26 | 10,60 |
| | Total Open Lines other Railway Companies ... | 56,95 | 1,04,70 |
| | TOTAL OPEN LINES—carried over ... | 3,69,61 | 5,50,82 |

## *Capital Expenditure on Railways—1902-1903*—contd.

(OMITTING 000.)

| No. | Railway. | Length. | Amount of estimate or approximate cost. | Outlay to end of 1900-01. | Grants allotted during 1901-02. | Distribution of grants during 1902-03. |
|---|---|---|---|---|---|---|
| | | Miles. | Rs. | Rs. | Rs. | Rs. |
| | TOTAL OPEN LINES—brought forward ... | ... | ... | ... | 3,69,61 | 5,50,82 |
| | **LINES UNDER CONSTRUCTION.** | | | | | |
| | **BY AGENCY OF MAIN LINE COMPANIES.** | | | | | |
| 26 | Tirhoot, Hajipur-Begum Sarai-Katihar extension ... ... ... | 158 | 1,28,57 | 1,40,73 | 22,46 | 11,15 |
| 27 | Assam-Bengal... (i) Construction chargeable to Part II ... ... | 743 | *12,00,00 | 9,90,42 | 74,55 | 61,74 |
| | (ii) Land chargeable to Part I ... ... | | | | | |
| | (iii) Chittagong jetties ... ... ... | ... | 7,36 | 6,26 | 45 | 30 |
| 28 | East Indian ... Moghal Serai-Gya ... ... ... ... | 126 | 1,61,92 | 35,81 | 28,21 | ... |
| | Dehree-Daltonganj ... ... ... ... | 78 | 76,55 | | | 6,23 |
| | Grand Chord ... ... ... ... | 99 | 1,41,14 | ... | ... | 28,75 |
| | Colliery Sidings ... ... ... ... | 14 | 8,86 | ... | ... | 5,99 |
| 29 | Madura-Pamban... ... ... ... ... | 91 | 68,90 | 17,01 | 31,10 | 15,00 |
| 30 | Tinnevelly-Quilon, British Section ... ... ... ... | 50 | 45,06 | 10,25 | 17,13 | 9,00 |
| 31 | Ditto Native State Section... ... ... ... | 58 | 1,12,65 | 14,36 | 38,64 | 21,00 |
| | TOTAL ... | 1,417 | 19,51,01 | 12,14,84 | 2,12,54 | 1,59,16 |
| | **AGAINST THE CAPITAL ACCOUNT OF THE OLD GUARANTEED RAILWAY COMPANIES.** | | | | | |
| 32 | Calicut-Cannanore branch, Madras Railway ... ... ... | 59 | 67,55 | 42,60 | 27,60 | 4,00 |
| 33 | Azhikal-Mangalore ... ... ... ... ... | 77 | 1,08,63 | ... | ... | 10,00 |
| 34 | Godhra-Baroda, B. B. & C. I. R. ... ... ... ... | 44 | 34,11 | ... | ... | 14,00 |
| | TOTAL ... | 180 | 2,10,29 | 42,60 | 27,60 | 28,00 |
| | **AGAINST THE CAPITAL ACCOUNT OF INDIAN RAILWAY COMPANIES OTHER THAN THE OLD GUARANTEED RAILWAY COMPANIES.** | | | | | |
| 35 | Bengal-Nágpur Sini-Midnapur-Cuttack-Calcutta ... ... | 353 | 8,02,45 | 7,27,42 | 1,56,20 | 1,91,79 |
| | Raipur-Dhamtari ... ... ... ... | 56 | 13,64 | | | |
| | Jubbulpore-Gondia (Satpura) ... ... ... | 253 | 85,11 | | | |
| | Midnapur-Jherriah Extension ... ... ... | 114 | 1,07,81 | | | |
| | Grand Chord link ... ... ... ... | 28 | 31,57 | | | |
| | Colliery lines ... ... ... ... | 25 | 18,54 | | | |
| 36 | Burma ... Mandalay-Kunlon (as far as Lashio) ... ... | 175 | 2,18,41 | 2,64,21 | 36,92 | 6,00 |
| | Meiktila-Myingyan ... ... ... | 58 | 34,55 | | | |
| | Sagaing-Monywa Alon ... ... ... | 71 | 33,97 | | | |
| | Letpadan-Henzada-Bassein Extension ... ... | 109 | 98,62 | 27,90 | 42,38 | 19,60 |
| | Henzada-Kyangin ... ... ... ... | 66 | 54,59 | | | |
| | TOTAL ... | 1,308 | 14,99,26 | 10,19,53 | 2,35,50 | 2,17,39 |
| | Total lines under Construction by Companies, carried over ... | 2,905 | 36,60,56 | 22,76,97 | 4,75,64 | 4,04,55 |
| | TOTAL OPEN LINES—carried over ... | ... | ... | ... | 3,69,61 | 5,50,82 |

* Includes Rs. 4,49,38 from Company's funds.

## Appendix A—*continued.*

### *Capital Expenditure on Railways—1902-1903—contd.*

(OMITTING 000.)

| No. | Railway. | Length. | Amount of estimate or approximate cost. | Outlay to end of 1900-01. | Grants allotted during 1901-02. | Distribution of grants during 1902-03. |
|---|---|---|---|---|---|---|
| | | Miles. | Rs. | Rs. | Rs. | Rs. |
| | Total Open Lines—brought forward ... ... | ... | ... | ... | 3,69,61 | 5,50,82 |
| | Total Lines under Construction—brought forward ... | 2,905 | 36,60,56 | 22,76,97 | 4,75,64 | 4,04,55 |
| | LINES UNDER CONSTRUCTION—*contd.* | | | | | |
| | By Branch Line Companies. | | | | | |
| 37 | Hardwar-Debra ... ... ... ... ... | 32 | 26,05 | 25,81 | 42 | 78 |
| 38 | Brahmaputra-Sultanpur ... ... ... ... ... | 60 | 26,44 | 24,78 | 3,08 | 13 |
| | Total against the Capital Account of Branch Line Companies ... | 92 | 52,49 | 50,59 | 3,50 | 91 |
| | By the State. | | | | | |
| 39 | Ghaziabad-Moradabad ... ... ... ... ... | 87 | 82,71 | 75,59 | 7,46 | ... |
| 40 | Godavari Bridge ... ... ... ... ... | ... | 59,70 | 56,38 | —50 | ... |
| 41 | Indus Bridge (Kotri) ... ... ... ... ... | ... | 31,01 | 27,89 | —63 | ... |
| 42 | Jodhpur-Hyderabad (British Section) ... ... ... ... | 75 | 31,51 | 19,96 | 2,25 | 40 |
| 43 | Agra-Delhi Chord ... ... ... ... ... | 121 | 90,76 | 1,01 | 1 | ... |
| 44 | Eastern Bengal ... Chitpore Extension ... ... ... | ... | 20,45 | ... | 17,00 | 18,34 |
| | Eastern Bengal ... Rungpore-Dhubri, etc. ... ... ... | 51 | 45,44 | 43,68 | 23,67 | 8,60 |
| | Eastern Bengal ... Doubling the line ... ... ... | 26 | 50,36 | ... | 1,50 | 4,54 |
| 45 | Nowshera-Dargai ... ... ... ... ... | 42 | 22,08 | 15,99 | 4,05 | 2,89 |
| 46 | Khushalgarh-Kohat and Kohat-Thal ... ... ... ... | 88 | 50,96 | 3,75 | 28,79 | 18,27 |
| 47 | Indus Bridge (Khushalgarh) ... ... ... ... | 1 | 11,67 | ... | ... | 2,00 |
| 48 | Jech-Doab ... ... ... ... ... ... | 52 | 25,70 | ... | 1,20 | 20,00 |
| 49 | Allahabad-Fyzabad ... ... ... ... ... | 97 | 1,17,09 | ... | 5,00 | 50,00 |
| 50 | Ranaghat-Moorshedabad ... ... ... ... ... | 96 | 84,48 | ... | ... | 10,00 |
| 51 | Lower Sind Extension ... ... ... ... ... | 76 | 60,80 | ... | ... | 2,00 |
| 52 | Rewari-Phulera ... ... ... ... ... ... | 133 | 53,24 | ... | ... | 2,00 |
| 53 | Military Lines ... ... ... ... ... ... | ... | ... | ... | ... | 4,68 |
| | Total—Lines under Construction by the State ... | 945 | 8,37,96 | 2,44,25 | 89,80 | 1,43,72 |
| | Total—Lines under Construction ... | 3,942 | 45,51,01 | 25,71,81 | 5,68,94 | 5,49,18 |
| | Grand Total—Open Lines and Lines under Construction ... | ... | ... | ... | 9,38,55 | 11,00,00 |

*Statement of Capital Expenditure on Railways—1902-1903*—concld.

(OMITTING 000.)

| No. | Railway. | | | | Distribution of Grants during 1902-03. |
|---|---|---|---|---|---|
| | ABSTRACT BY OPEN LINES AND CONSTRUCTION. | | | | Rs. |
| | I.—Capital for Open Lines. | | | | |
| i. | By State Agency ... ... ... ... ... ... ... ... | | | | 1,81,15 |
| ii. | By agency of Main Line Companies ... ... ... ... ... ... ... | | | | 2,25,97 |
| iii. | By agency of old Guaranteed Companies ... ... ... ... ... ... | | | | 39,00 |
| iv. | By agency of other Railway Companies ... ... ... ... ... ... | | | | 1,04,70 |
| v. | By agency of Branch Companies ... ... ... ... ... ... ... ... | | | | ... |
| | | | Total Open Lines | ... | 5,50,82 |
| | II.—Capital for Lines under Construction by Companies. | | | | |
| i. | By agency of Main Line Companies ... ... ... ... ... ... ... | | | | 1,59,16 |
| ii. | By agency of old Guaranteed Railway Companies ... ... ... ... ... ... | | | | 28,00 |
| iii. | By agency of other Railway Companies ... ... ... ... ... ... | | | | 2,17,39 |
| iv. | By agency of Branch Line Companies ... ... ... ... ... ... | | | | 91 |
| | | | Total Lines under Construction by Companies | ... | 4,05,46 |
| | III.—Capital for Lines under Construction by the State | | | ... ... | 1,43,72 |
| | | | Grand Total | ... | 11,00,00 |
| | ABSTRACT SHOWING DISTRIBUTION BY FUNDS. | | | | |
| I.—From Imperial Funds. | (i) By State Agency ... ... | (a) Open Lines | ... ... ... | ... | 1,81,15 |
| | | (b) Construction | ... ... ... | ... | 1,43,72 |
| | | | Total | ... | 3,24,87 |
| | (ii) By the Agency of Main line Companies. | (a) Open lines | ... ... ... | ... | 2,25,97 |
| | | (b) Construction | ... ... ... | ... | 1,59,16 |
| | | | Total | ... | 3,85,13 |
| | | | Total I | ... | 7,10,00 |
| II.—Against the Capital Accounts of the old Guaranteed Railway Companies. | | (a) Open lines | ... ... ... | ... | 39,00 |
| | | (b) Construction | ... ... ... | ... | 28,00 |
| | | | Total II | ... | 67,00 |
| III.—Against the Capital Accounts of Indian Railway Companies other than the old Guaranteed Railway Companies. | | (a) Open Lines | ... ... ... | ... | 1,04,70 |
| | | (b) Construction | ... ... ... | ... | 2,17,39 |
| | | | Total III | ... | 3,22,09 |
| IV.—Against the Capital Accounts of Branch Line Companies which are in receipt of a firm Government Guarantee. | | (a) Open Lines | ... ... ... | ... | ... |
| | | (b) Construction | ... ... ... | ... | 91 |
| | | | Total IV | ... | 91 |
| | Total I to IV ... | (a) Open Lines | ... ... ... | ... | 5,50,82 |
| | | (b) Construction | ... ... ... | ... | 5,49,18 |
| | | | GRAND TOTAL | ... | 11,00,00 |

## Appendix A—*continued.*

## STATEMENT B.

***List of new lines to be taken up as funds permit with the estimated yearly provision required to ensure an economical rate of progress when once started.***

Lakhs of rupees.

| | Miles. | Estimated cost. | Approximate amount each year. | | | | |
|---|---|---|---|---|---|---|---|
| | | | 1st. | 2nd. | 3rd. | 4th. | Future. |
| **East Indian Railway System—** | | Lakhs. | Lakhs. | Lakhs. | Lakhs. | Lakhs. | Lakhs. |
| Grand Chord ... ... ... ... ... | 99 | 141 | 28 | 60 | 53 | ... | ... |
| Bankura-Calcutta ... ... ... ... ... | 96 | 110 | 10 | 50 | 50 | ... | ... |
| Shikohabad-Farukhabad ... ... ... ... | 66 | 45 | 10 | 35 | ... | ... | ... |
| Hooghly-Cutwa ... ... ... ... ... | 65 | 64 | 4 | 30 | 30 | ... | ... |
| **Bengal-Nágpur Railway System—** | | | | | | | |
| Vizianagram-Raipur ... ... ... ... ... | 310 | 250 | 10 | 60 | 60 | 60 | 60 |
| **Eastern Bengal State Railway—** | | | | | | | |
| Quadrupling Eastern Bengal State Railway ... ... | 20 | 40 | 10 | 10 | 20 | ... | ... |
| Ganges Bridge at Sara (or elsewhere) ... ... ... | ... | 100 | 5 | 25 | 50 | 20 | ... |
| Dhubri-Gauhati ... ... ... ... ... | 151 | 165 | 15 | 50 | 50 | 50 | ... |
| **Bengal and North-Western Railway—** | | | | | | | |
| Katihar-Godagari or Sara (exclusive of Ganges bridge) ... ... | 187 | 155 | 15 | 50 | 50 | 40 | ... |
| Minor feeder lines to Tirhoot State Railway ... ... ... | 160 | 120 | 20 | 40 | 40 | 20 | ... |
| **Oudh and Rohilkhand Railway—** | | | | | | | |
| Bareilly-Soron ... ... ... ... ... | 63 | 54 | 10 | 20 | 24 | ... | ... |
| Allahabad-Jaunpur ... ... ... ... ... | 62 | 48 | 10 | 30 | 8 | ... | ... |
| Minor feeder lines to Oudh and Rohilkhand Railway ... ... | 100 | 50 | 10 | 20 | 20 | ... | ... |
| **North Western Railway—** | | | | | | | |
| Lower Sind Extension... ... ... ... ... | 76 | 61 | 2 | 30 | 29 | ... | ... |
| Indus Bridge (Khushalgarh) ... ... ... ... | ... | 12 | 2 | 10 | ... | ... | ... |
| Conversion Khushalgarh-Kohat Railway to 5′ 6″ gauge ... ... | 91 | 15 | 5 | 10 | ... | ... | ... |
| Jech-Doab Railway (Southern Section) ... ... ... | 92 | 54 | 4 | 30 | 20 | ... | ... |
| Minor feeder lines to North Western Railway... ... ... | 100 | 50 | 10 | 20 | 20 | ... | ... |
| **Bombay, Baroda and Central India Railway—** | | | | | | | |
| Rewari-Phulera ... ... ... ... ... | 133 | 53 | 3 | 30 | 20 | ... | ... |
| Bárán-Ajmer-Marwar ... ... ... ... ... | 213 | 135 | 16 | 48 | 48 | 23 | ... |
| Bombay-Kutch connection ... ... ... ... | 275 | 340 | 10 | 30 | 30 | 30 | 240 |
| Nagda-Bárán-Muttra (or Bandikui) ... ... ... | 355 | 350 | 10 | 50 | 90 | 90 | 110 |
| **Great Indian Peninsula Railway—** | | | | | | | |
| Agra-Delhi ... ... ... ... ... | 121 | 90 | 5 | 40 | 45 | ... | ... |
| Minor Feeder lines to Great Indian Peninsula Railway ... ... | 60 | 30 | | 15 | 10 | ... | ... |
| **Madras Railway—** | | | | | | | |
| Azhikal-Mangalore ... ... ... ... ... | 78 | 109 | 10 | 30 | 40 | 29 | ... |
| Coonoor-Ootacamund ... ... ... ... ... | 12 | 19 | 9 | 10 | ... | ... | ... |
| Minor Feeder (or famine) lines ... ... ... ... | 186 | 40 | 10 | 10 | 10 | 10 | ... |
| **Southern Mahratta and South Indian Railways—** | | | | | | | |
| Trichinopoly-Tirukoilur ... ... ... ... | 97 | 75 | 10 | 35 | 30 | ... | ... |
| Nanjangud-Erode ... ... ... ... ... | 120 | 123 | 28 | 50 | 50 | ... | ... |
| **Burma Railway—** | | | | | | | |
| Henzada--Kyangin ... ... ... ... ... | 66 | 55 | 15 | 30 | 10 | ... | ... |
| Pegu-Moulmein ... ... ... ... ... | 70 | 75 | 5 | 40 | 30 | ... | ... |
| Sagaing Bridge ... ... ... ... ... | ... | 50 | 10 | 25 | 15 | ... | ... |
| Totals ... | 3,524 | 3,078 | ... | ... | ... | ... | ... |

Appendix A.
Important documents.

Appendix A—*continued.*

## STATEMENT C.

*Statement showing the lines of railway proposed, or which were or are the subject of negotiations for construction by private companies.*

| No. | Name of Railway. | Length. | Estimated cost. | Remarks. |
|---|---|---|---|---|
| | | | Rs. | |
| | MADRAS— | | | |
| 1 | Kurnool Road (Dhone)-Kurnool ... | 32 | 9,88,000 | Negotiations concluded. Signing of contract awaited. |
| 2 | Bezwada-Masulipatam ... ... | 50 | 53,50,000 | |
| 3 | Vizianagram-Raipur with Sointilla Branch ... | 359 | 2,81,04,780 | Negotiations in progress. |
| | HYDERABAD— | | | |
| 4 | Raichur-Wondalli ... ... ... | 43 | 12,53,300 | Negotiations concluded. |
| | BOMBAY— | | | |
| 5 | Nadiad-Kapadvanj ... ... ... | 22 | 15,40,000 | Negotiations fallen through. |
| 6 | Sabarmati-Dholka ... ... ... | 33 | 13,07,966 | Work authorized. |
| | RAJPUTANA— | | | |
| 7 | Bárán-Marwar ... ... ... | 213 | 1,35,00,000 | Negotiations in progress. |
| | U. P. OF AGRA AND OUDH— | | | |
| 8 | Fatehpur-Markundi ... ... ... | 61 | 42,70,000 | Under consideration. |
| | PUNJAB— | | | |
| 9 | Kangra Valley ... ... ... | 87 | 66,00,000 | Concession recommended to Secretary of State. |
| 10 | Jullundur-Hoshiarpur ... ... | 24 | 14,71,109 | Negotiations in progress. |
| 11 | Amritsar-Tarn Taran-Patti ... ... | 30 | 17,24,300 | Concession granted, but floating of company deferred owing to unfavourable state of money market. |
| | BENGAL— | | | |
| 12 | Kissengunge-Kotchandpur-Magura ... | 64 | 49,94,494 | Under consideration. |
| 13 | Phulbari-Sumjhia ... ... .. | 13 | 4,41,745 | |
| 14 | Akhaura-Bhairab Bazar ... ... | 19 | 16,18,000 | Negotiations in progress. |
| 15 | Laksam-Noakhali ... ... ... | 39 | 23,40,000 | Work authorized. |
| 16 | Chandipur-Taki ... ... ... | 38 | 20,00,000 | Concession lapsed. |
| 17 | Bhagulpur-Bausi-Baidyanath ... ... | 69 | 65,31,000 | |
| 18 | Hooghly-Cutwa ... ... ... | 65 | 63,11,900 | Negotiations in progress. |
| | ASSAM— | | | |
| 19 | Tilagaon-Sylhet ... ... ... | 39 | 38,00,000 | Negotiations in progress. |

# STATEMENT D.

## *Memorandum on the construction of railways.*

At the commencement of 1901-1902, *i.e.*, on the 1st April 1901, the total length of railways open for traffic was 25,072·46 miles made up as follows :—

| | | Miles. | Miles. |
|---|---|---|---|
| *5′ 6″ gauge—* | | | |
| (i) | State lines worked by companies | | 6,537·41 |
| (ii) | State lines worked by the State | | 4,450·12 |
| (iii) | Guaranteed companies | | 1,305·32 |
| (iv) | Assisted companies | | 874·65 |
| (v) | Lines owned by native states and worked by companies | | 703·93 |
| (vi) | Lines owned by native states and worked by State railway agency | | 122·97 |
| | | | 13,994·40 |
| *3′ 3⅜″ gauge—* | | | |
| (vii) | State lines worked by companies | | 7,459·72 |
| (viii) | State lines worked by the State | | 660·29 |
| (ix) | Assisted companies | | 448·25 |
| (x) | Lines owned by native states and worked by companies | | 611·98 |
| (xi) | Lines owned and worked by Native States | 1,134·77 | |
| (xii) | Foreign lines | 73·61 | |
| | | | 10,388·62 |
| *Special 2′ 6″ and 2′ 0″ gauges—* | | | |
| (xiii) | State lines worked by companies | | 56·24 |
| (xiv) | State lines worked by the State | | 70·25 |
| (xv) | Assisted Companies | | 192·50 |
| (xvi) | Lines owned by native states and worked by companies | | 242·31 |
| (xvii) | Lines owned by native states and worked by State railway agency | 33·78 | |
| (xviii) | Lines owned and worked by native states | 94·36 | |
| | | | 689·44 |
| | TOTAL | | 25,072·46 |

| | | Miles. | Miles. |
|---|---|---|---|
| (i) | East Indian | 1,837·46 | |
| | Bengal Central (*a*) | 125·01 | |
| | Bengal Nagpur | 1,545·32 | |
| | Indian Midland | (*b*) 796·25 | |
| | Great Indian Peninsula | (*c*) 1,547·99 | 6,537·41 |
| | Bhopal-Itarsi (*British section*) | (*b*) 13·11 | |
| | Godhra-Rutlam-Nagda | (*d*) 141·14 | |
| | Bezwada extension (East Coast State) | (*e*) 20·58 | |
| | Madras railway, North-East line | (*f*) 510·55 | |
| (ii) | North-Western, including Ferozepore-Bhatinda section | (*g*) & (*h*) 3,077·11 | |
| | Hyderabad-Shadipalli | (*i*) 58·91 | |
| | Oudh and Rohilkhand | 1,037·59 | 4,450·12 |
| | Eastern Bengal | 268·04 | |
| | Calcutta Port Commissioners' | 8·53 | |
| (iii) | Bombay, Baroda and Central India | 460·90 | 1,305·32 |
| | Madras | 844·42 | |
| (iv) | Delhi-Umballa-Kalka | (*j*) 162·24 | |
| | Tarkessur | (*j*) 22·23 | |
| | South Behar (Luckeeserai-Gya) | (*j*) 78·76 | |
| | Southern Punjab (*Delhi-Samasata*) | (*i*) 423·93 | 874·65 |
| | Hardwar-Dehra | (*k*) 32·04 | |
| | Tapti Valley | (*d*) 155·45 | |
| (v) | Khamgáon | (*b*) 7·55 | |
| | Amraoti | (*b*) 5·44 | |
| | Bina-Goona-Bárán | (*b*) 145·59 | |
| | Bhopal-Ujjain | (*b*) 113·27 | |
| | Bhopal-Itarsi (*Native state section*) | (*b*) 44·28 | 703·93 |
| | The Nizam's Guaranteed State | (*l*) 330·13 | |
| | Nágdá-Ujjain | (*d*) 34·32 | |
| | The Gaekwar's Petlad | (*d*) 13·35 | |
| | Kolar Gold-fields | (*f*) 10·00 | |
| (vi) | Rajpura-Bhatinda | (*i*) 107·05 | 122·97 |
| | Jammu and Kashmir (*Native state section*) | (*i*) 15·92 | |
| (vii) | Bengal and North-Western— | | |
| | Tirhoot section | 507·74 | |
| | Company's section (*m*) | 743·00 | |
| | Lucknow-Bareilly section (Rohilkund and Kumaon) | 231·17 | |
| | Rajputana-Malwa | (*d*) (*h*) & (*n*) 1,644·33 | |
| | Palanpur-Deesa | (*d*) 17·28 | |
| | Southern Mahratta | 1,042·04 | |
| | Guntakal-Mysore frontier | (*o*) 119·50 | 7,459·72 |
| | Mysore section (Southern Mahratta) | 296·00 | |
| | South Indian | 1,033·63 | |
| | Mayavaram-Mutupet | (*p*) 54·08 | |
| | Assam-Bengal | 578·46 | |
| | Burma | 1,124·00 | |
| | Shadipalli-Balotra (British section)— | | |
| | Shadipalli to Jodhpur frontier | (*q*) 68·49 | |
| (viii) | Eastern Bengal— | | |
| | Northern and Behar sections (*including the Kaunia-Dharlla, 2′ 6″ gauge, branch, and British section, Cooch Behar-Santrabari extension 2′ 6″ gauge*) | 494·77 | |
| | Dacca section | 85·92 | 660·29 |
| | Cawnpore-Burhwal (*Metre gauge link*) | (*r*) 79·60 | |
| (ix) | Deoghur | 4·79 | |
| | Brahmaputra-Sultanpur | (*s*) 59·19 | |
| | Mymensingh Jamalpur-Jagannathganj | (*s*) 53·37 | |
| | Rohilkund and Kumaon (*Company's section*) | 53·92 | |
| | Bengal Dooars | 36·40 | |
| | Bengal Dooars extensions | 66·00 | 448·25 |
| | Dibru-Sadiya | 77·50 | |
| | Ledo and Tikak-Margherita Colliery | (*t*) 7·50 | |
| | Ahmedabad-Prantij | (*d*) 54·59 | |
| | Segowlie-Raxaul | (*u*) 18·09 | |
| | Nilgiri | (*f*) 16·90 | |
| (x) | The Gaekwar's Mehsana | (*d*) 92·63 | |
| | Hyderabad-Godavari Valley | (*e*) 385·23 | |
| | Kolhápur | (*o*) 29·07 | |
| | Yesvantpur-Mysore frontier | (*o*) 51·35 | 611·98 |
| | Mysore-Nanjangud | (*o*) 15·80 | |
| | Birur-Shimoga | (*o*) 37·90 | |
| (xi) | Jodhpur-Bikaner | 612·29 | |
| | Udaipur-Chitor | 67·30 | |
| | Bhavnagar-Gondal-Junagád-Porbandar | (*v*) 333·84 | |
| | Jetalsar-Rajkot | (*w*) 46·23 | 1,134·77 |
| | Jamnagar | (*m* & *x*) 54·28 | |
| | Dhrángádrá | (*w*) 20·83 | |
| (xii) | West of India Portuguese | 51·11 | |
| | Pondicherry | (*p*) 7·85 | 73·61 |
| | Karaikkal-Peralam | (*p*) 14·65 | |
| (xiii) | Bengal-Nagpur— | | |
| | Raipur-Dhamtari branch (2′ 6″) | | 56·24 |
| (xiv) | Jorhat (2′ 0″) | 30·00 | |
| | North-Western— | | 70·25 |
| | Nowshera to Dargai (2′ 6″) | 40·25 | |
| (xv) | Darjeeling-Himalayan (2′ 0″) | 51·00 | |
| | Bársi-Light (2′ 6″) | 21·59 | |
| | Howrah-Amta (2′ 0″) | 28·69 | |
| | Howrah-Sheakhalla (2′ 0″) | 19·75 | 192·50 |
| | Ranaghat-Krishnagar (2′ 6″) | 20·25 | |
| | Tárakeshwar-Magra (2′ 6″) | 31·12 | |
| | Tezpur-Balipara (2′ 6″) | 20·10 | |
| (xvi) | The Gaekwar's Dabhoi (2′ 6″) | (*d*) 78·80 | |
| | Rajpipla (2′ 6″) | (*d*) 37·37 | 242·31 |
| | Gwalior Light (2′ 0″) | (*b*) 126·14 | |
| (xvii) | Cooch Behar (2′ 6″) | | (*s*) 33·78 |
| (xviii) | Morvi (2′ 6″) | | 94·36 |

(*a*) Although for convenience classed amongst State railways, this line is the property of the Bengal Central Railway Company.
(*b*) Worked by the Great Indian Peninsula Railway Company.
(*c*) Purchased by the State from 1st July 1900 and worked by the Great Indian Peninsula Railway Company.
(*d*) Worked by the Bombay, Baroda and Central India Railway Company.
(*e*) Worked by His Highness the Nizam's Guaranteed State Railways Company.
(*f*) Worked by the Madras Railway Company.
(*g*) Including 5·63 miles of military line not used for public traffic.
(*h*) Including 26·28 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge between Kot Kapura and Bhátinda, worked over by the North-Western State and Rajputana-Malwa railways.
(*i*) Worked by the North Western State railway.
(*j*) Worked by the East Indian Railway Company.
(*k*) Worked by the Oudh and Rohilkhand State railway.
(*l*) Excluding 2·19 miles, Trimulgherry troop siding, constructed but not used for ordinary public traffic.
(*m*) Although for convenience classed amongst State railways, this line is the property of the Bengal and North-Western Railway Company.
(*n*) Excluding 2·10 miles at Ujjain and 3·07 miles between Agra East Bank and Agra Cantonment, laid on the 5′ 6″ gauge.
(*o*) Worked by the Southern Mahratta Railway Company.
(*p*) Worked by the South Indian Railway Company.
(*q*) Worked by the Jodhpur-Bikaner railway.
(*r*) Excluding 3·66 miles of the Lucknow-Bareilly railway between Daliganj and Aishbagh, but including the length, Bara Banki to Burhwal 16·70 miles and the length over Cawnpore bridge 0·59 mile laid on a mixed gauge.
(*s*) Worked by the Eastern Bengal State railway.
(*t*) Worked by the Assam Railways and Trading Company.
(*u*) Worked by the Bengal and North-Western Railway Company.
(*v*) Including 4·50 miles of Bhávnagar Dock estates and Junágad quarry lines.
(*w*) Worked by the Bhávnagar-Gondal-Junágad-Porbandar railway.
(*x*) Including 3·99 miles of Bedi Bandar Dock estate siding.

Appendix A. Important documents.

## Appendix A—*continued.*

And the mileage under construction or sanctioned for construction on the same date was 2,145·44 miles as follows:—

| | | Miles. | Miles. |
|---|---|---|---|
| *5′ 6″ gauge*— | | | |
| (i) | State lines worked by companies ... | 392·18 | |
| (ii) | State lines worked by the State ... | 6·83 | |
| (iii) | Guaranteed companies ... | 59·75 | |
| (iv) | Assisted companies ... | 0·79 | |
| (v) | Lines owned by native states and worked by companies ... | 20·75 | |
| (vi) | Lines owned by native states and worked by State railway agency ... | 79·61 | |
| | | | 559·91 |
| *5′ 3⅜″ gauge*— | | | |
| (vii) | State lines worked by companies ... | 712·32 | |
| (viii) | State lines worked by the State ... | 43·70 | |
| (ix) | Assisted companies ... | 53·76 | |
| (x) | Lines owned by native states and worked by companies ... | 151·14 | |
| (xi) | Lines owned and worked by native states ... | 160·85 | |
| | | | 1,121·77 |
| *Special (2′ 6″ and 2′ 0″) gauges*— | | | |
| (xii) | State lines worked by companies ... | 252·67 | |
| (xiii) | State lines worked by the State ... | 88·12 | |
| (xiv) | Assisted companies ... | 91·16 | |
| (xv) | Lines owned by native states and worked by companies ... | 31·81 | |
| | | | 463·76 |
| | TOTAL ... | | 2,145·44 |

There was thus a grand total of railways completed and in hand, on the 1st April 1901, of miles... 27,217,90

| | | | Miles. | Miles. | Miles. |
|---|---|---|---|---|---|
| | East Indian— | | | | |
| (i) | Extension of third line between Kalipahari and Noonia ... | ... | 0·57 | | |
| | Shikohabad to Farukhabad ... | (a) | 65·82 | 151·70 | |
| | Bárun to Daltonganj ... | ... | 78·33 | | |
| | Sitarampur to Domohani ... | ... | 6·99 | | |
| | Bengal Central— | | | | |
| | Dum-Dum Cantonment to Pattipooker ... | | 2·68 | | 392·18 |
| | Bengal-Nágpur— | | | | |
| | Cossye to Midnapore ... ... | | 2·25 | 116·64 | |
| | Midnapore to Bujudih ... ... | | 114·39 | | |
| | Agra-Delhi chord ... ... | | (a) | 121·16 | |
| (ii) | Eastern Bengal— | | | | |
| | Chitpur Terminus ... ... | | 0·83 | | |
| | Panchooria to the Ganges ... | | 6·00 | | 6·83 |
| (iii) | Madras— | | | | |
| | Calicut to Azhikal ... ... ... ... | | | | 59·75 |
| (iv) | Southern Punjab (*Delhi-Samana*)— | | | | |
| | Delhi Brewery to Delhi ... ... ... | | | | 0·79 |
| (v) | Petlad-Cambay ... ... ... ... ... | | | | 20·75 |
| (vi) | Ludhiána-Dhuri-Jakhal ... ... ... ... | | | | 79·61 |
| | Bengal and North-Western— | | | | |
| | Tirhoot section— | | | | |
| | Thana-Bihpur to Bararighat | | 11·36 | 41·83 | |
| | Sakri to Jainagar ... | (a) | 30·47 | | |
| | Company's section— | | | 74·83 | |
| | *Ganges-Gogra Doab lines*— | | | | |
| | Azamgarh to Shahganj ... ... | | 33·00 | | |
| | Lucknow-Bareilly section Rohilkund and Kumaon)— | | | | |
| | Dudwa to Mohan river ... ... ... | | | | 5·96 |
| | South Indian— | | | | |
| (vii) | Madura to Toni Torai ... ... | | 91·33 | 137·80 | 712·32 |
| | Tinnevelly-Quilon (Travancore) branch (British section) ... ... | | 46·47 | | |
| | Mayavaram-Mutupet— | | | | |
| | Mutupet to Arantangi ... ... ... | | | | 51·01 |
| | Assam-Bengal— | | | | |
| | Damchara to Lumding ... ... | | 95·83 | 165·99 | |
| | Nazira to Tinsukia ... ... | | 70·16 | | |
| | Burma— | | | | |
| | Nawnghkio to the right bank of the Salween river ... ... | | 157·72 | 276·72 | |
| | Bassein *vid* Henzada to Letpadan ... | | 119·01 | | |
| (viii) | Eastern Bengal— | | | | |
| | Teesta bridge at Kaunia ... ... | | 4·87 | | |
| | Moghalhat to Dhubri ... ... | | 38·89 | | 43·76 |
| (ix) | Bengal Docars— | | | | |
| | Mal to Hantupara' ... ... | | 44·00 | | |
| | Dam Dim to Bagrakote ... ... | | 6·76 | | |
| | Ledo and Tikak-Margherita Colliery— | | | | 53·76 |
| | Margherita to Namdang ... ... | | 3·00 | | |
| (x) | Vijapur-Kalol-Kadi— | | | | |
| | Vijapur to Kalol ... ... | | 29·60 | | |
| | Shoranur-Cochin— | | | | |
| | Shoranur to Ernakulam ... ... | | 64·68 | | 151·14 |
| | Tinnevelly-Quilon (Travancore) branch (Native state section) ... ... ... ... | | 56·86 | | |
| (xi) | Jodhpur-Bikaner— | | | | |
| | Bikaner section— | | | | |
| | Sriratgarh to Bhatinda ... ... | | 88·00 | | 160·85 |
| | Jaipur— | | | | |
| | Sanganer to Siwai-Madhopur ... | | 72·85 | | |
| (xii) | Bengal Nágpur— | | | | |
| | Jubbulpore-Gondia and branches (2′ 6″) ... | | | | 252·67 |
| (xiii) | North-Western— | | | | |
| | Khusalgarh-Kohat-Thal (2′ 6″) ... ... | | | | 88·12 |
| (xiv) | Bársi Light (2′ 6″)— | | | | |
| | Bársi Road Junction to Pandharpur ... | (a) | 33·16 | | |
| | Kalka-Simla (2′ 6″) ... ... ... | | 58 00 | | 91·16 |
| (xv) | Rewah— | | | | |
| | Rewah to Sutna (2′ 6″) .... ... | | | | (a) 31·81 |

(a) Commencement of work not then authorized.

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